



November 26, 2025

José C. Henríquez, Executive Officer
Sacramento Local Agency Formation Commission
1112 "I" Street, Suite 100
Sacramento, CA 95814

SUBJECT: APPLICATION FOR THE ANNEXATION OF THE TERRITORY KNOWN AS AIRPORT SOUTH INDUSTRIAL TO THE CITY OF SACRAMENTO.

Dear Mr. Henríquez,

We are requesting an annexation of approximately 447 acres into the City of Sacramento, located adjacent to Council District 1. The area proposed for annexation is located southeast of the intersection of Powerline Road and Interstate 5 (I-5) in Sacramento County, California. The site is located south of Metro Air Parkway (existing Metro Air Parkway/I-5 interchange), and west of the Westlake residential community adjacent to the current City of Sacramento boundary. Portions of Bayou Way and Metro Air Parkway are located within the subject annexation area.

The subject annexation area consists of mostly undeveloped vacant land except for the existing Metro Air Parkway/I-5 interchange, existing Bayou Way, existing RD-1000 canals and Power Line Road. The subject area would accommodate future development of primarily light industrial and highway commercial uses.

This request for annexation is necessitated by the lack of infrastructure outside the City and the need for municipal services such as City water supply capable of supporting commercial development. The subject property is located within the City's existing Sphere of Influence (SOI) area.

The City/County Property Tax Exchange Agreement (TEA) for the proposed annexation is pending and is expected to be completed soon. The proposed development project is undergoing the planning process with the City of Sacramento which is nearing completion. On June 26, 2025, the City's Planning and Design Commission held a public hearing on the proposed development project and recommended approval to the City Council. The Council hearing would occur prior to any LAFCo action on the subject annexation request.

It is our understanding that the filing of this application will initiate certain required review timelines with the County Assessor and County Auditor that will be completed prior to the LAFCo hearing being held. Pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5 of the Government Code), but prior to the issuance of a certificate of filing, the LAFCo executive officer shall give notice of the filing to the assessor and auditor of the county within which the territory subject to the jurisdictional change is located. The notification commences a concurrent review of the assessor (30 days) and auditor (45 days) relative determining the assessed valuations for the territory subject to the jurisdictional change and the tax rate area or areas in

1410 Rocky Ridge Drive, Suite 110
Roseville, CA 95661

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which the territory exists. The auditor shall estimate the amount of property tax revenue generated within the territory that is the subject of the jurisdictional change during the current fiscal year.

Our submittal includes the following items for your review and information:

- Completed LAFCo Application Form
- Legal Description
- Pre-zone Exhibit
- City/County Tax Exchange Agreement (to be provided under separate cover)
- Plan for Services
- Environmental Impact Report (on file w/LAFCo)
- Applicable City Resolutions and Pre-Zoning Ordinance pertaining to Airport South Industrial (to be provided under separate cover)
- Notification List 500' Radius (on file w/LAFCo)

If you have any questions regarding our application materials, please contact me at ggriffin@northpointkc.com or (916) 316-3562.

Sincerely,

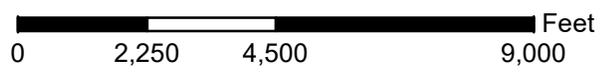
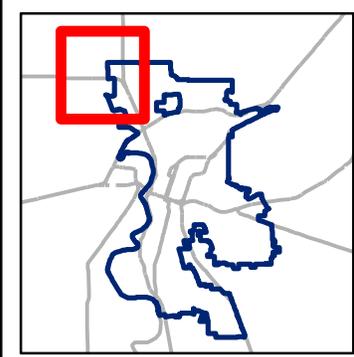
A handwritten signature in blue ink, appearing to read "Geoff Griffin".

Geoff Griffin, West Region Partner
NorthPoint Development, LLC

cc: Cheryle Hodge, New Growth Manager, City of Sacramento



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



P21-017 Vicinity Map Airport South Industrial

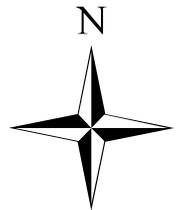


EXHIBIT 'A'

**LEGAL DESCRIPTION
FOR THE
AIRPORT INDUSTRIAL SOUTH
(ANNEXATION)**

A portion of Sections 4 & 5, Township 9 North, Range 4 East, Mount Diablo Baseline and Meridian, also being all of Lots 1 through 8, as shown on the Map entitled "Natomas Elkhorn Subdivision" recorded in Book 15 of Maps, at Page 42, and all of Lots 90 through 92, as shown on the Map entitled "Natomas Central Subdivision" recorded in Book 16 of Maps, at Page 3, Sacramento County Records, located in the County of Sacramento, State of California, more particularly described as follows:

BEGINNING at a point which is the northwest corner of said Section 4, also being the southwest corner of the City of Limits of the City of Sacramento as described in the Greenbriar Annexation (Reorganization) Resolution No. 2008-055;

1. THENCE North 89°39'24" East, a distance of 2224.34 feet, along the north line of said Section 4, also being on the south line of said City Limits, to the northeast corner of said Lot 92, also being on the City Limits line of the City of Sacramento described in an Ordinance entitled "Natomas Annexation Area No. 1", filed as Sacramento City Ordinance No. 2295 – Fourth Series;
2. THENCE South 00°34'02" East, a distance of 2289.10 feet, leaving said City Limits of Greenbriar, along a portion of the west line of said City Limits of Natomas Annexation Area No. 1, also being the east line of said Lots 92, 91, and 90, respectively to the southeast corner of said Lot 90;
3. THENCE South 62°36'58" West, a distance of 641.78 feet, leaving said City Limits line, along the boundary line of said Lot 90;
4. THENCE South 89°42'45" West, a distance of 805.34 feet, along the boundary line of said Lot 90;
5. THENCE South 00°18'15" East, a distance of 25.00 feet, along the boundary line of said Lot 90;
6. THENCE South 89°42'45" West, a distance of 853.54 feet to the southwest corner of said Lot 90, also being the southeast corner of said Lot 1;
7. THENCE South 89°45'45" West, a distance of 5297.25 feet, along the south line of said Lots 1 through 8, respectively, to the southwest corner of said Lot 8, also being on the centerline of Power Line Road;
8. THENCE North 00°22'19" West, a distance of 2604.23 feet, along the west line of said Lot 8, also being said centerline, to the northwest corner of said Section 5;
9. THENCE North 89°45'45" East, a distance of 5295.78 feet, along the north line of said Section 5 to the **POINT OF BEGINNING**.

Containing 447.197 acres, more or less.

Basis of Bearings for this description is the north line of Section 5, as shown on that certain Subdivision Map No. 96-0447, entitled "Metro Air Park Unit 'A'", Book 328 of Maps, at Page 3, in said County. Said line is taken to bear North 89°45'45" East.

September 3, 2025

END OF DESCRIPTION



PREPARED BY WOOD RODGERS, INC.
SACRAMENTO, CALIFORNIA

PLAN FOR SERVICES

APRIL 2024

A. EXECUTIVE SUMMARY

The following discussions include a purpose statement, detail the Plan for Services requirements, and provide further details of the Plan for Services requirements, project description, areas of study, and an overall summary.

I. PURPOSE STATEMENT

The purpose of this Plan for Services report is to provide an analysis of the public services that would serve the 474.4-acre project site proposed for Annexation as part of the Airport South Industrial Project (proposed project) into the City of Sacramento and Sacramento Area Sewer District (SacSewer) service area. This report will provide information to assist the Sacramento Local Agency Formation Commission (LAFCo) in determining whether public services provided to the project site can be reasonably provided constructed, maintained, and financed.

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (see Government Code Sections 5600 through 57500) requires that a Plan for Services be prepared prior to “Changes of Organization or Reorganization.” The Plan for Services is a tool for Sacramento LAFCo to consider an update to the physical boundary and service area of a local agency and has been prepared to determine if services could adequately be extended to the project site without negatively affecting current service levels to existing recipients or rate structures.

II. PLAN FOR SERVICES REQUIREMENTS

The PFS requirements are based on the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Section 56653, which stipulates the following:

- (a) Whenever a local agency or school district submits a resolution of application for a change of organization or reorganization pursuant to this part, the local agency shall submit with the resolution of application a plan for providing services within the affected territory.
- (b) The plan for providing services shall include all of the following information and any additional information required by the Commission or the Executive Officer:
 - (1) An enumeration and description of the services to be extended to the affected territory.
 - (2) The level and range of those services.
 - (3) An indication of when those services can feasibly be extended to the affected territory.
 - (4) An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
 - (5) Information with respect to how those services will be financed.

III. PROJECT DESCRIPTION

The project location, setting, and surrounding land uses, as well as the project components are discussed further below.

In total, the new on-site water infrastructure would connect to the City’s existing 30-inch transmission main at three points. In addition, the new on-site water distribution system would connect to an existing eight-inch water line at the southeast corner of the project site at Lanfranco Circle, which serves the Westlake subdivision to the east of the site. As part of the proposed project, ownership and maintenance of the existing 30-inch Sacramento County Water Agency (SCWA) transmission main along the northern boundary of Parcel 5 would be transferred to the City of Sacramento.

Installation of the new water supply infrastructure, including new fire water lines and hydrants, would occur either in existing road ROWs or in areas proposed for disturbance as part of development of the proposed project. The new water infrastructure would be designed and constructed in accordance with the applicable standards set forth in Section 27 of the City of Sacramento Standard Specifications, ensuring the new water lines are constructed in conformance with proper materials and sizing. All necessary water conveyance infrastructure for the proposed project would be financed by the project applicant.

With respect to water supply to serve the proposed project and the City of Sacramento’s existing commitments, the City’s 2020 Urban Water Management Plan (UWMP) includes a water service reliability assessment of the City’s projected supplies and demands during normal, single dry, and five consecutive dry years, which are presented in acre-feet per year (AFY). Under the various water year types, the total annual water supply sources available are compared to the total annual projected water use for the City’s water service area from 2025 to 2045 in five-year increments. Table 1 summarizes the supply and demand of each water year type provided in the 2020 UWMP. As shown therein, the City is projected to have a surplus of water supplies in all water year types through 2045. The demand anticipated to be generated by the proposed project is summarized in Table 2.

Table 1					
Retail Water Supply and Demand During Normal, Single Dry, and Multiple Dry Years (AFY) in the Sacramento Service Area					
Hydrologic Condition	2025	2030	2035	2040	2045
Normal Year					
Supply Totals	333,200	350,200	350,200	350,200	350,200
Demand Totals	108,432	114,809	121,187	127,564	133,942
Surplus	224,769	235,391	229,014	222,636	216,258
Single Dry Year					
Supply Totals	333,200	350,200	350,200	350,200	350,200
Demand Totals	108,432	114,809	121,187	127,564	133,942
Surplus	224,769	235,391	229,014	222,636	216,258
Multiple Dry Year 1					
Supply Totals	333,200	350,200	350,200	350,200	350,200
Demand Totals	108,432	114,809	121,187	127,564	133,942
Surplus	224,769	235,391	229,014	222,636	216,258
Multiple Dry Year 2					
Supply Totals	333,200	350,200	350,200	350,200	350,200
Demand Totals	109,707	116,085	122,462	128,840	138,397
Surplus	223,493	234,116	227,738	221,360	211,803

(Continues on next page)

- Goal M-2 Reduced reliance on single-occupant vehicles.
- Policy M-2.1 **Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17 percent of all trips are made by transit and active transportation modes by 2030 and 23 percent of all trips are made by transit and active transportation modes by 2045.
- Policy M-2.2 **Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.
- Policy M-2.3 **Vehicle Miles Traveled (VMT) as Metric.** Consistent with state law, the City shall evaluate transportation California Environmental Quality Act (CEQA) impacts using vehicle miles traveled or other metrics as determined by the City, and shall not rely on automobile delay, as described by level of service or similar measures of vehicular delay as a measure of environmental significance. Local Transportation Analyses (LTA) shall continue to be required when necessary to aid in conditioning project entitlements for needed operational improvements.
- Policy M-2.4 **Shared Shuttles.** The City shall encourage employers to partner with the Sacramento Regional Transit District (SacRT) and local Transportation Management Associations (TMAs) to connect employment areas with the multimodal transit stations, light rail stations, and other major destinations, and to offer employees training and incentives for use of shuttles.
- Goal M-3 Streets designed and maintained as places that contribute to quality of life.
- Policy M-3.3 **Traffic.** The City shall support planning and managing traffic from the perspective of the adjacent uses, using traffic management and traffic calming techniques.
- Goal M-4 A safer transportation system.
- Policy M-4.1 **Application of Safety.** The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.
- Policy M-4.7 **Integrated Goods Movement.** The City shall work to ensure that the goods movement sector is integrated with the rest of



Office Use Only

LAFCo File # _____

LAFCo General Application

Appendix A: Services Proposed for Project

1. Cost for Services

What services and/or costs to residents or landowners in the proposal area would be increased, reduced, or eliminated as a result of this proposal?

2. Water Supply *(if applicable)*

Describe the adequacy and availability of water supply to the proposal area. Include information on the source of service and when it will be available:

3. Annexation Plan for Providing Services

For each item identified for a change in service provider, a narrative “Plan for Service” (required by Government Code Section 56653) must be submitted with this application. This plan shall, at a minimum, respond to each of the following questions:

1. A description of the level and range of each public service to be provided to the proposal territory.
 2. An indication of when the service can be feasibly extended to the proposal territory.
 3. An identification of any improvement or upgrading of structures, roads, water or sewer facilities, other infrastructure, or other conditions the affected agency would impose upon the proposal territory.
-

4. The estimated cost of extending the service and a description of how the service or required improvements will be financed. A discussion of the sufficiency of revenues for anticipated service extensions and operations is also required.
5. An indication of whether the proposal territory is, or will be, proposed for inclusion within an existing or proposed improvement zone/district, redevelopment area, assessment district, or community facilities district.
6. If retail water service is to be provided through this change of organization, provide a description of the timely availability of water for projected needs within the proposal area based upon factors identified in Government Code Section 65352.5 (as required by Government Code Section 56668(k)).

4. Existing Services

Indicate which agencies currently provide affected public services within the proposal territory and which agencies would provide services after the proposed change of organization:

<u>Service</u>	<u>Current Agency</u>	<u>Proposed Agency</u>
Police		
Fire	_____	_____
Water	_____	_____
Sewer	_____	_____
Garbage	_____	_____
Street Lighting	_____	_____
Road Maintenance	_____	_____
Flood Control	_____	_____
Parks and Recreation	_____	_____
Library Services	_____	_____
Electricity	_____	_____
Transit	_____	_____
Other:	_____	_____

5. Is a change in service provider is proposed, has each service provider provided a statement indicating the desire and capability to furnish services?

Yes

If **YES**, a Letter of Agreement from each agency assuming service responsibilities **must be included with this application**. The letter must identify each agency's role and responsibility as the new service provider and the method for funding additional services.

If **NO**, please explain:

6. Alternate Providers

If a change in service provider is proposed, are alternative providers available for any of the proposed services? If **YES**, list providers and explain why they are not proposed to provide service:



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LAFCo General Application

Appendix B: Land Use and Zoning

Proposal Area:

Give a detailed description of the proposal area and what it consists of (e.g. existing commercial corridors, residential communities, public utility right-of-way, relevant structures, etc.)

Topography:

Describe the topography, physical features (rivers, creeks, drainage basins, etc.) and natural boundaries of the subject territory.

Affected Agencies
(Cities or Districts)

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Related Reorganizations:
(annexation, detachment, dissolution, sphere of influence amendment)

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Indicate if any portion of the territory contains the following:

<input type="checkbox"/> Agricultural land uses	<input type="checkbox"/> Is project within Agricultural Preserve?
<input type="checkbox"/> Open Space Easement	<input type="checkbox"/> Habitat Conservation Plan Area
<input type="checkbox"/> Designated Infill Area	<input type="checkbox"/> Wetlands
<input type="checkbox"/> Unusual features such as: _____	

If **YES** for agriculture or open-space, what is the effect of this proposal on these lands?

Indicate below **all** permits or approvals that will be needed or have been granted by the County or any city to complete the project. If already granted, please note the date of approval and attach a copy of each resolution of approval. If approval is pending, please note the anticipated approval date:

Type of Approval of Permit	File Number	Approval Date	Is Resolution Attached?	
			<input type="checkbox"/> Y	<input type="checkbox"/> N
Tentative Subdivision Map			<input type="checkbox"/> Y	<input type="checkbox"/> N
Tentative Parcel Map			<input type="checkbox"/> Y	<input type="checkbox"/> N
Conditional Use Permit			<input type="checkbox"/> Y	<input type="checkbox"/> N
City/County General Plan Amendment			<input type="checkbox"/> Y	<input type="checkbox"/> N
City Rezoning			<input type="checkbox"/> Y	<input type="checkbox"/> N
County Rezone			<input type="checkbox"/> Y	<input type="checkbox"/> N
Development Agreement			<input type="checkbox"/> Y	<input type="checkbox"/> N
Other:			<input type="checkbox"/> Y	<input type="checkbox"/> N

What is the projected/estimated growth in the area and in adjacent incorporated and unincorporated areas, within the next five years?

What is/are the proposed planned land use(s) of the subject area? Is there any change in land use and zoning being proposed as part of this proposal (including, if applicable, pre-zoning by an affected city)? Please be specific.

Is the proposal consistent with city or county general plans, specific plans, and other adopted land use policies? If not, please state why.

What effect, if any, would denial of the proposed change of organization have on the related development?

Is the proposal area within the sphere of influence of the annexing agency or any other agency?

Airport South Industrial Project

Plan for Services

Prepared for
Sacramento Local Agency Formation Commission



April 2024

Prepared by



1501 SPORTS DRIVE, SUITE A, SACRAMENTO, CA 95834

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Attachments

- Attachment A Targeted Municipal Services Review
- Attachment B Preliminary Water Study
- Attachment C Level 1 Sewer Study
- Attachment D Local Transportation Analysis
- Attachment E Preliminary Drainage Study

Project Location, Setting, and Surrounding Land Uses

The 474.4-acre project site is located to the southeast of the intersection of Interstate 5 (I-5) and Power Line Road within the Natomas area of unincorporated Sacramento County, California (see Figure 1 and Figure 2). The site is identified by Sacramento County Assessor's Parcel Numbers (APNs) 225-0020-010, -016, -017, -021, -022, -023, -024, -026, -027, -030, -032, -033, -034, and -035, as well as 225-0030-023, -024, -045, and -048. The County's General Plan designates the site as Agricultural Cropland and the site is zoned Agricultural 80 (AG-80). The site is bound to the north by I-5 and to the east by the City of Sacramento City limits. Within the northern portion of the site, Bayou Way, a paved road consisting of two vehicle lanes, meanders in a west-to-east direction through the site. The project site currently consists of vacant, fallow agricultural land. The site was historically used as hay fields, with intermittent rice fields from 1937 until at least 2020. Unnamed drainage canals run roughly north-south in both the western and eastern portions of the site. Numerous unimproved dirt roads provide access to the interior of the project site, which is subdivided into multiple agricultural plots.

Surrounding existing land uses include a Life Storage facility and the Westlake single-family residential subdivision to the east; the West Drainage Canal, vacant agricultural land, open space land, and the Paso Verde K-8 School to the south; undeveloped agricultural land to the west; the Sacramento International Airport to the northwest, across I-5; and the Metro Air Park, Amazon SMF-1 Fulfillment Center, and the under-construction Northlake (Greenbriar) subdivision to the north, across I-5.

Project Components

The proposed project would include the development of an industrial park within an approximately 353.5-acre portion of the project site, located immediately south of Bayou Way (see Figure 3). The industrial park would include construction of up to 5,204,500 square feet (sf) of industrial uses on approximately 235.6 acres (Parcels 1 through 5), as well as approximately 98,200 sf of retail/highway commercial uses on approximately 13.4 acres (Parcels 6A through 6C and 7A through 7C). The proposed project would also include five nonparticipating parcels, comprised of approximately 83 acres within the project site, that would receive first tier entitlements to facilitate future development of industrial uses of approximately 1,404,800 sf (Parcels 8 through 11, and California Department of Transportation [Caltrans] Remnant right-of-way (ROW)). Finally, the project site includes 37.9 acres of Caltrans I-5 fee title ROW, which would not be developed as part of the proposed project.

In addition to the development of the industrial park and Annexation of the nonparticipating parcels, the proposed project would include access and internal circulation improvements; water, sanitary sewer, and storm drainage improvements; and construction of an off-site force main to convey wastewater generated from the proposed uses to the 48-inch SacSewer North Natomas interceptor line in East Commerce Way. The proposed project would require the following approvals:

- Sacramento LAFCo approval of a Sphere of Influence (SOI) Amendment to amend the City of Sacramento SOI; and Annexation of the project site into the City limits and SacSewer service area;
- City of Sacramento approval of a General Plan Amendment (GPA), Rezoning, Planned Unit Development (PUD), Tentative Master Parcel Map, Development Agreement, Finance Plan, and Tax Exchange Agreement (with County).

Figure 1
Regional Vicinity Map

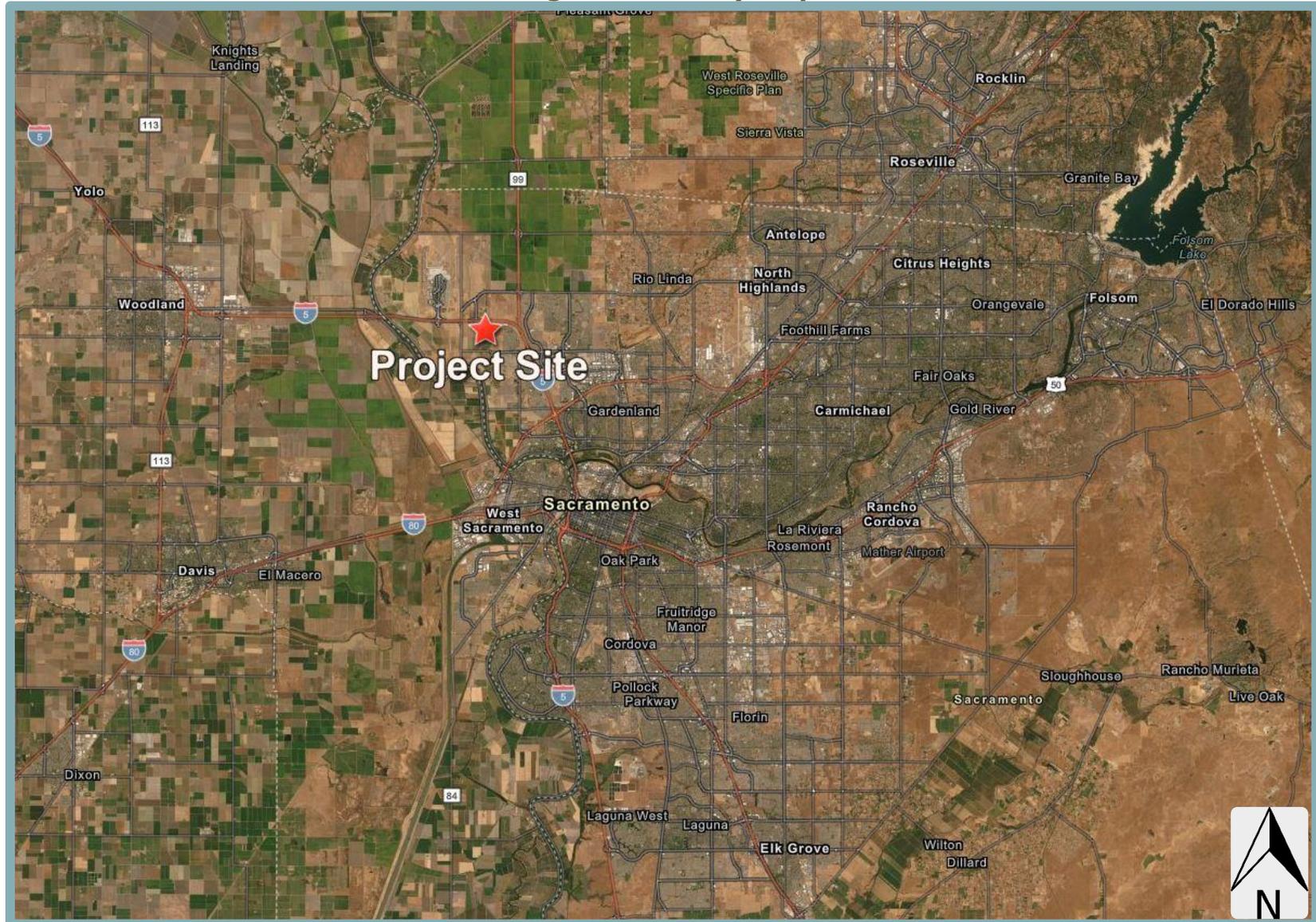


Figure 2
Project Site Boundaries

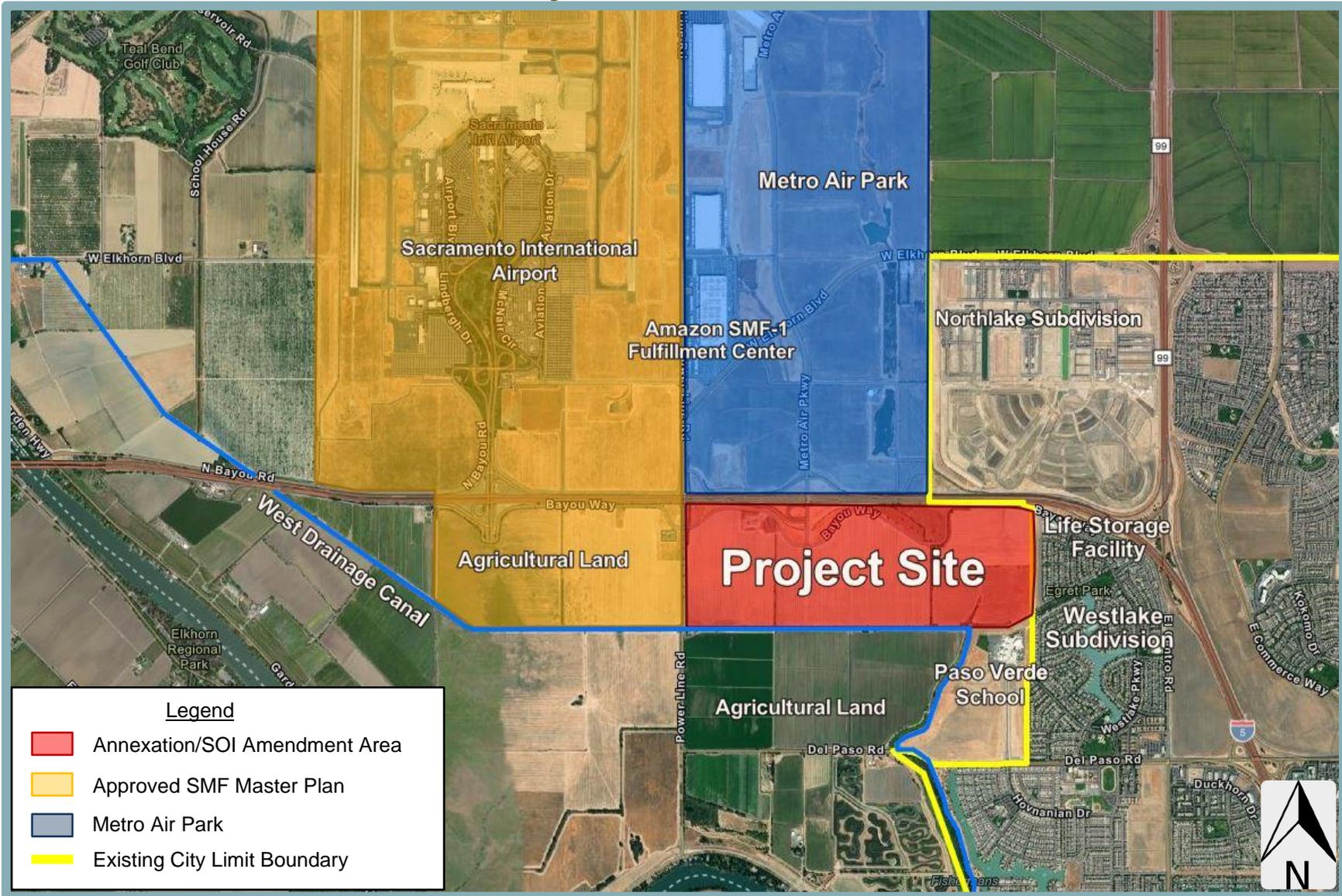
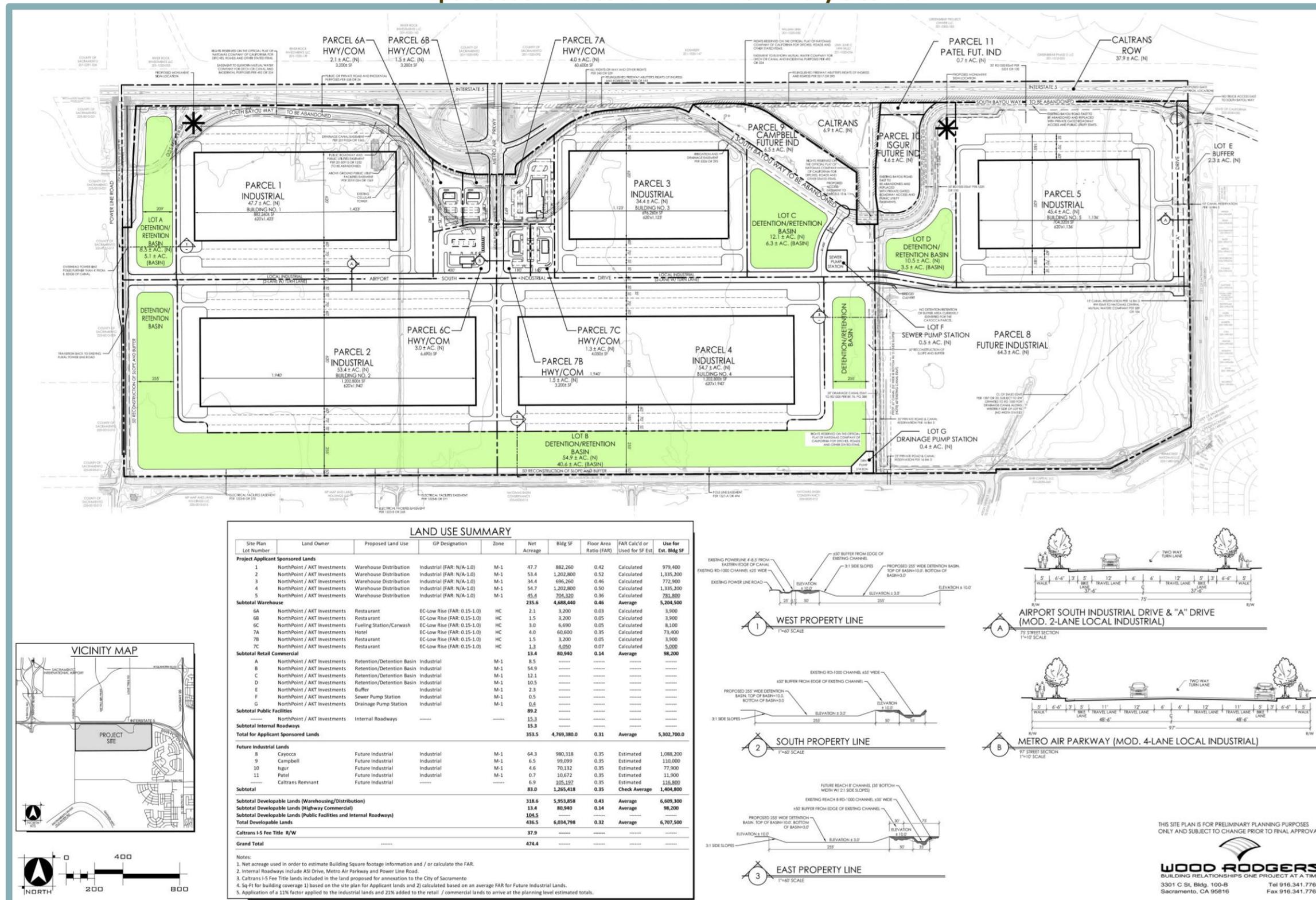


Figure 3
Airport South Industrial Park – Preliminary Site Plan



IV. AREAS OF SERVICE

In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act, as well as in compliance with the Sacramento LAFCo Policies, Standards and Procedures Manual, the Plan for Services includes evaluation of the following categories of public services and utilities:

- Water;
- Wastewater;
- Circulation and Roadways;
- Animal Care;
- Code Enforcement;
- Police Protection;
- Fire Protection;
- Solid Waste;
- Storm Drainage and Flood Control;
- Parks and Recreation; and
- Libraries.

This report incorporates information contained in the Targeted Municipal Services Review (MSR) prepared for the proposed project by Wood Rodgers (see Attachment A of this Plan for Services),¹ as well as information from the Environmental Impact Report (EIR) currently being prepared for the project by Raney Planning and Management, Inc.

V. SUMMARY

Responses have been provided for each of the foregoing infrastructure and public service areas, addressing the extension of service to the project site. This report provides Sacramento LAFCo a compilation of research and information that can be used for consideration of the proposed project. Based on the information contained herein, the following findings have been determined:

1. Services associated with all the foregoing areas of study identified above can be extended to serve the Airport South Industrial Project.
2. Service can be provided without interruption of existing service delivery levels and/or adverse impacts to the existing infrastructure system.
3. Adequate service can be provided by the City of Sacramento and SacSewer.
4. The project is not growth-inducing.

The proposed project would also be subject to applicable development impact fees to ensure that the project makes a fair-share contribution to funding future public service and utility upgrades and expansions that would be necessary for supporting the proposed project and benefit existing programs and facilities within the City of Sacramento.

B. AREAS OF SERVICE

The various public service and utility providers that would serve the proposed project are discussed further below.

VI. WATER

The project site is not currently provided potable water service, as the site does not contain structures necessitating water demand and has only limited utility infrastructure. Upon annexation

¹ Wood Rodgers. *Airport South Industrial Targeted Municipal Services Review, Sacramento, Local Agency Formation Commission*. January 2024.

into the City of Sacramento, the City would be responsible for providing water to the project site. The City of Sacramento 2040 General Plan² contains guiding goals and policies related to water applicable to the proposed project, which are presented below.

Public Facilities and Safety Element

Goal PFS-3 Efficient, high-quality utility infrastructure and services to meet the needs of residents and business throughout the city.

Policy PFS-3.1 **Provision of Adequate Utilities.** The City shall continue to provide reliable water, wastewater, and stormwater drainage utility services.

Policy PFS-3.2 **Utility Sustainability.** The City shall continue to improve the sustainability, resilience, and energy efficiency of its facilities, infrastructure, and operations consistent with the Climate Action and Adaptation Plan and the goal of achieving carbon neutrality by 2045.

Policy PFS-3.3 **Development Impacts.** Through the development review process, including through development impact fees and offsite improvements constructed by new development, the City shall ensure that adequate public utilities and services are available to serve new development.

Policy PFS-3.4 **Water Distribution System Management.** The City shall maintain and periodically update the Water Distribution System Master Plan to guide rehabilitation, replacement, and management of the potable water distribution system.

Policy PFS-3.5 **Water Treatment Capacity and Infrastructure.** The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected maximum daily water demands. Options to explore may include the following:

- Expansion or rehabilitation of existing treatment plant infrastructure;
- Development and management of groundwater wells; and
- Collaboration on regional water supply solutions.

Policy PFS-3.7 **Rate and Fee Studies.** The City shall periodically conduct rate and fee studies to ensure adequate funds are collected to maintain and expand utility systems as needed to support projected growth, implementing rate and fee increases as needed.

Policy PFS-3.10 **Meet Projected Needs.** The City shall foster the orderly and efficient expansion of facilities and infrastructure to adequately

² City of Sacramento. *Sacramento 2040 General Plan*. Adopted February 27, 2024.

meet projected needs, comply with current and future regulations, and maintain public health, safety, and welfare. Infrastructure and facility planning should discourage oversizing of infrastructure that could induce growth at the edges of the city beyond what is anticipated in the General Plan.

Policy PFS-3.12 **Safe and Compatible Utility Design.** The City shall ensure that public utility facilities are designed to be safe and compatible with adjacent uses.

Policy PFS-3.13 **Impacts to Environmentally Sensitive Lands.** The City shall consider the impacts on environmentally sensitive areas and habitats when locating and designing municipal utilities.

Goal PFS-4 A reliable supply of high-quality water that meets projected needs within the city's place of use.

Policy PFS-4.4 **Groundwater Infrastructure.** The City shall maintain investment in groundwater infrastructure to provide for water supply reliability. Groundwater sustainability, cost effectiveness, and the quality of the resource shall be factored into groundwater investments.

Policy PFS-4.5 **Comprehensive Water Supply Planning.** The City shall prepare and implement an Urban Water Management Plan, updating it on a 5-year cycle, to ensure a reliable, long-term water supply and service under projected future conditions.

Policy PFS-4.7 **Water Supply During Emergencies.** The City shall, to the extent feasible, maintain adequate water supply during emergencies in accordance with the Water Master Plan and the Urban Water Management Plan.

Policy PFS-4.8 **New Development.** The City shall ensure that water supply capacity is in place prior to granting building permits for new development.

1. Description, Level, and Range of Services to be Extended to the Project Site

The City of Sacramento operates and maintains a 30-inch water transmission main in Bayou Way that terminates near the eastern boundary of the project site. The transmission main was originally constructed to "wheel" the City's water through the County of Sacramento to nearby development areas, including the Sacramento International Airport and Metro Air Park, both located north of the project site, across I-5.

From the City's existing 30-inch water transmission main in Bayou Way at the northeast corner of the project site, a new 12-inch water line would be extended towards the south along the site's eastern boundary within the proposed "A" Drive (see Figure 4). From the "A" Drive/Airport South Industrial Drive intersection within the project site, the new 12-inch line would then extend westward into the project site and form a looped water system within Airport South Industrial Drive and the site's western and northern property lines.

Figure 4
Proposed City/County Water System

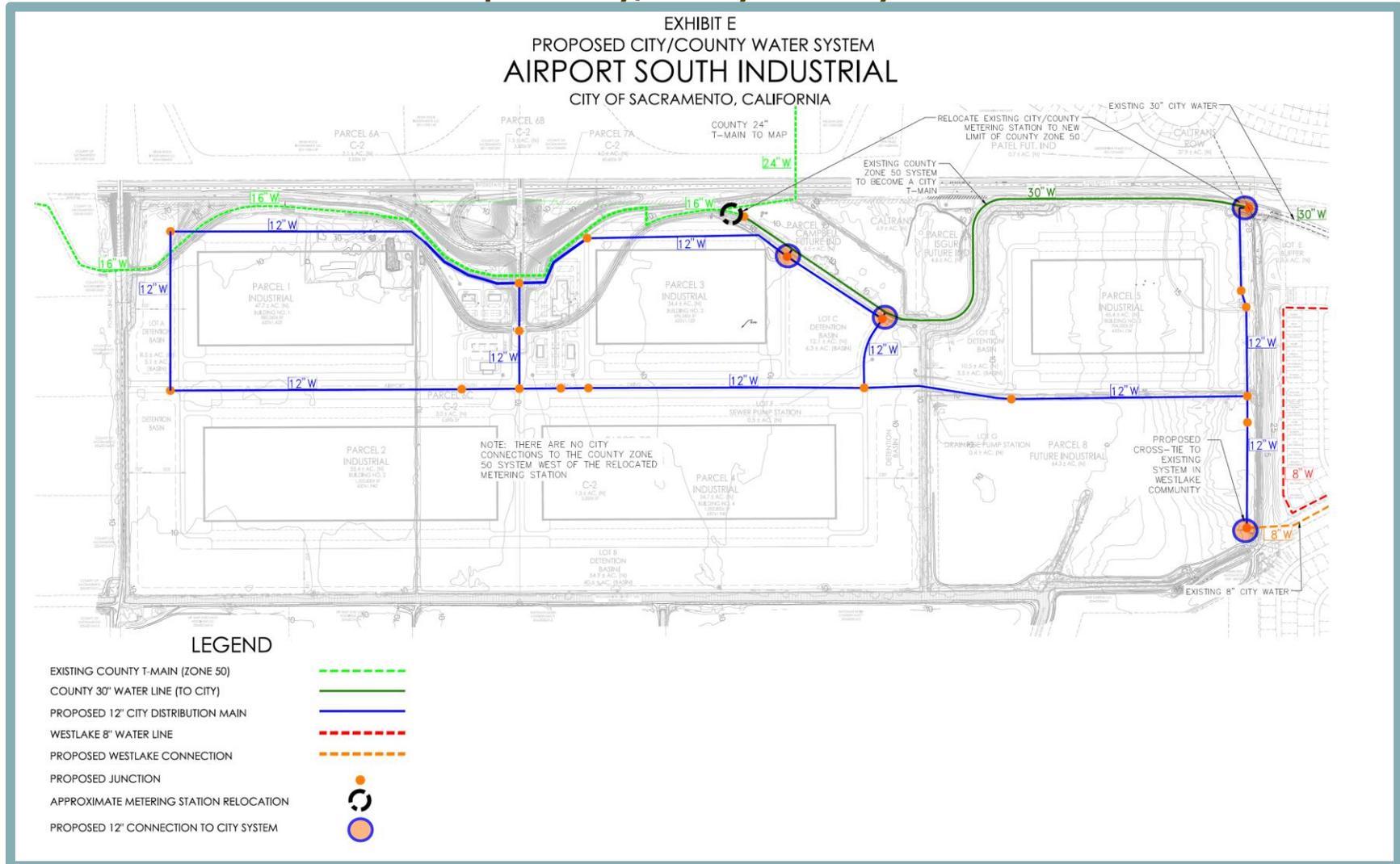


Table 1					
Retail Water Supply and Demand During Normal, Single Dry, and Multiple Dry Years (AFY) in the Sacramento Service Area					
Hydrologic Condition	2025	2030	2035	2040	2045
Multiple Dry Year 3					
Supply Totals	333,200	350,200	350,200	350,200	350,200
Demand Totals	110,983	117,360	123,738	130,115	142,853
Surplus	222,218	232,840	226,463	220,085	207,347
Multiple Dry Year 4					
Supply Totals	333,200	350,200	350,200	350,200	350,200
Demand Totals	112,258	118,636	125,013	131,391	147,308
Surplus	220,942	231,565	225,187	218,809	202,892
Multiple Dry Year 5					
Supply Totals	333,200	350,200	350,200	350,200	350,200
Demand Totals	113,534	119,911	126,289	132,666	151,764
Surplus	219,667	230,289	223,912	217,534	198,436
<i>Source: City of Sacramento 2020 Urban Water Management Plan, 2021.</i>					

Table 2			
Proposed Project Water Demand Summary			
Land Use	Acres	Average Day Demand Unit Water Demand	
		AFY/Acre	AFY
Commercial	13.4	2	26.8
Industrial	235.6	0.9	212.04
Nonparticipating	83	0.9	74.7
Total	332	--	313.54
<i>Source: Wood Rodgers, 2023.</i>			

Based on the data presented in Table 2, the total average daily demand for the proposed project would be 313.54 AFY. As shown in Table 1, the City is anticipated to have a surplus of water supplies in all hydrologic conditions through 2045, and the lowest projected surplus is expected to be 198,436 AFY in 2045 during the fifth consecutive year of drought. Therefore, given the substantial amount of surplus projected for the City’s water supplies in all hydrologic conditions, the City’s existing water supplies would be able to accommodate the demand anticipated to be generated by the City’s existing commitments, as well as the water demand projected for the proposed project.

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

The City of Sacramento currently has the water supply and municipal infrastructure in place to provide potable water to the project site. Specific improvements necessary to provide water service have been detailed in the Airport South Industrial Preliminary Water Study prepared for the proposed project by Wood Rodgers (see Attachment B of this Plan for Services).³

³ Wood Rodgers. *Airport South Industrial Preliminary Water Study, City of Sacramento, California.* May 11, 2023.

3. An Indication of When the Services Can Feasibly be Extended to the Affected Territory

The project applicant would be responsible for the extension of infrastructure to provide water service to the project site, which includes the design and construction of the new internal water lines, as described above. The aforementioned improvements are not dependent upon other City- or developer-funded projects. The improvements can be constructed at any time to provide water service to the proposed project.

4. Information With Respect to How the Services Will be Financed

Funding and financing information for the on-site water improvements is detailed in the Targeted MSR in the “Financial Ability to Provide Services” section. All water facilities would be constructed by the developer. Utility infrastructure for new development in the City of Sacramento is funded through development impact fees established by the City of Sacramento Department of Utilities. The current fee schedule for calculating development impact fees can be found on the City of Sacramento website at:

<https://www.cityofsacramento.gov/utilities/development-standards/development-impact-fees>

VII. WASTEWATER

The project site is not currently provided sewer conveyance and treatment services, as the site does not contain structures and has only limited utility infrastructure. Upon annexation into the City, the project site would be provided wastewater collection and treatment services by SacSewer. It should be noted that prior to December 26, 2023, SacSewer was represented by two independent special districts, a previous iteration of SacSewer and the Sacramento Regional County Sanitation District (Regional San). However, Sacramento LAFCo authorized a reorganization of the districts, dissolving the former SacSewer, annexing the district into Regional San, and subsequently naming the wastewater special district “Sacramento Area Sewer District.” An existing SacSewer trunk line is located within Greg Thatch Circle, to the east of State Route (SR) 99. From the existing trunk line, flows are conveyed to the 48-inch SacSewer North Natomas interceptor line, which connects with the trunk line to the southeast of the Club Center Drive/Hampton Falls Way intersection and proceeds south of Del Paso Road within East Commerce Way. In addition to the goals and policies listed above related to utilities in general, the City of Sacramento 2040 General Plan contains guiding goals and policies related to wastewater applicable to the proposed project, which are presented below.

Public Facilities and Safety Element

Goal PFS-3 Efficient, high-quality utility infrastructure and services to meet the needs of residents and business throughout the city.

Policy PFS-3.6 **Combined Sewer System Rehabilitation and Improvements.** In keeping with its Combined Sewer System (CSS) Long Term Control Plan (LTCP), the City shall continue to rehabilitate and improve the CSS to decrease flooding, CSS outflows, and Combined System Overflows (CSOs). Through these improvements and requirements for new development, the City shall also ensure that development in the CSS area does not result in increased flooding, CSS outflows or CSOs or reduce the overall percentage of flow routed to the Sacramento River Water Treatment Plant (SRWTP).

1. Description, Level, and Range of Services to be Extended to the Project Site

Sanitary sewer conveyance service within the project site would be provided through a gravity system. New eight-inch sewer lines would be installed within the project site's parcels, which would convey flows to a new sewer line in Airport South Industrial Drive ranging in diameter between 12 and 18 inches (see Figure 5). From the sewer line in Airport South Industrial Drive, flows would be directed to a new pump station sited within the proposed Lot F. From the new pump station, flows would be conveyed to the existing SacSewer North Natomas interceptor line by way of a force main that would extend from the northeast corner of the site and proceed towards the south within Bayou Way and El Centro Road.

At the El Centro Road/Del Paso Road intersection, the off-site force main would connect to the North Natomas interceptor line through one of three optional alignments. Each alignment option would require the force main to proceed east. Option 1 would include installation of the force main within a City highway buffer parallel with the westerly side of I-5.

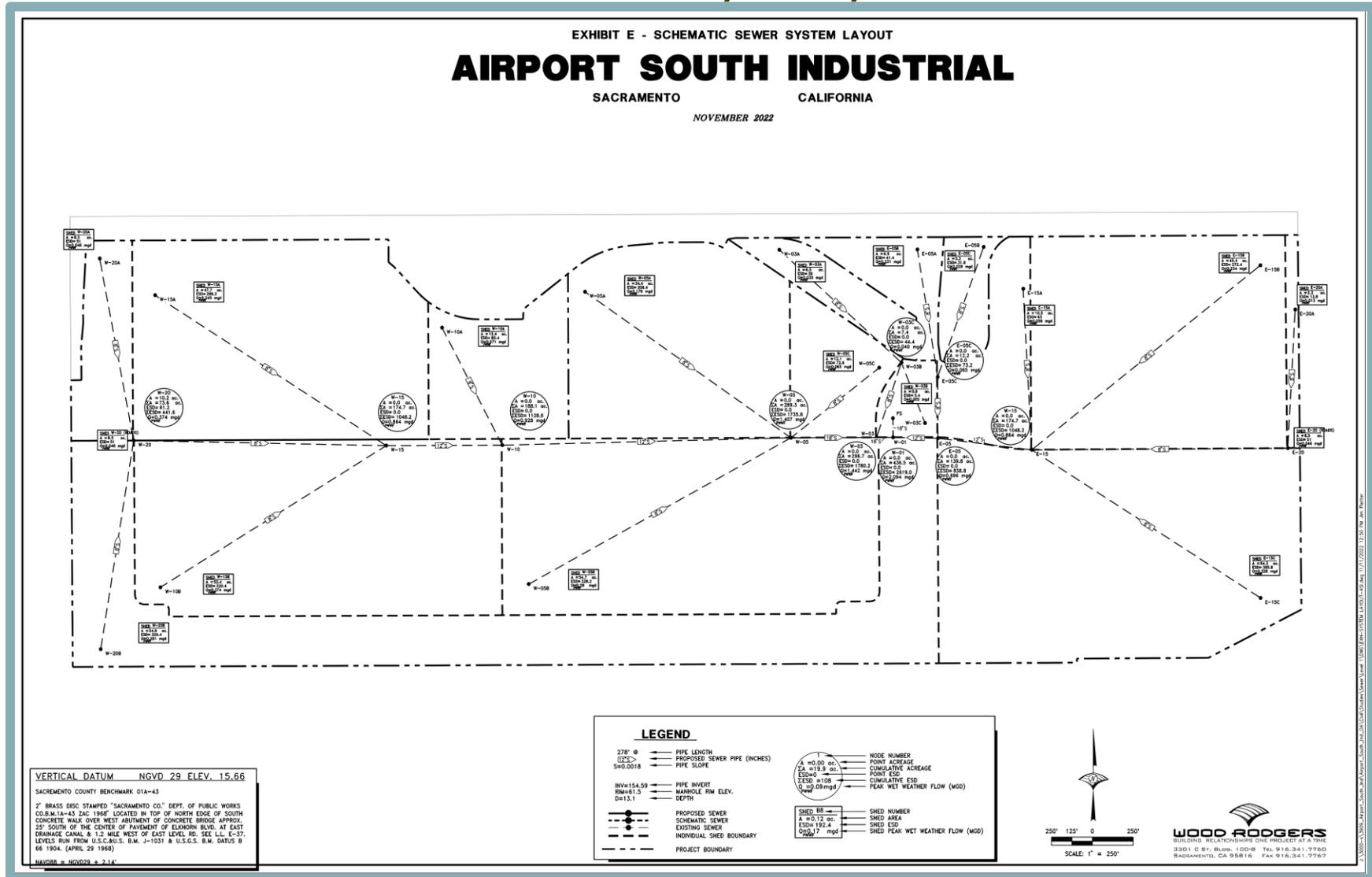
About 0.5-mile south of Del Paso Road, the force main would cross under I-5 within City ROW and then discharge into the North Natomas interceptor line within East Commerce Way. Options 2 and 3 would route the force main either north or south of the I-5 on/off ramps, cross under I-5, and then proceed within Del Paso Road towards East Commerce Way in existing ROW and/or previously disturbed areas. The new sewer infrastructure would be designed and constructed in accordance with the applicable standards set forth in the SacSewer Standards and Specifications, ensuring the new sewer lines and pump station are constructed in conformance with proper materials and sizing. All necessary sewer conveyance infrastructure for the proposed project would be financed by the project applicant.

According to the Airport South Industrial Level 1 Sewer Study (Sewer Study) prepared for the proposed project by Wood Rodgers (see Attachment C of this Plan for Services),⁴ the sewer equivalent single-family dwelling units (ESD) that make up the sewer demand for the proposed project include approximately 81 ESDs of commercial units, 1,870 industrial (warehouse) ESDs, 516 detention basin ESDs, 152 ESDs of roadway/right-of-way (ROW), pump stations and buffer spaces. Based on the land use acreages proposed as part of the project and the aforementioned ESDs, the combined average dry-weather flow (ADWF) and peak wet-weather flow (PWWF) demand is expected to be 0.81 mgd and 2.09 mgd, respectively. The sewer pump station that would serve the proposed project would be developed in a single phase to meet the ultimate ADWF and PWWF. All sewer facilities would be permanent.

Collected wastewater is discharged into SacSewer's interceptor system and treated at the district's Sacramento Regional Wastewater Treatment Plant (SRWTP) located in South Sacramento County. Wastewater is treated to a tertiary standard and discharged into the Sacramento River; however, some effluent is used by the City of Elk Grove for landscape irrigation. The SRWTP is permitted to treat ADWF of 181 mgd. Since the opening of the SRWTP, system improvements have been made to accommodate regional growth and to add capacity to SacSewer's interceptor system.

⁴ Wood Rodgers. *Airport South Industrial Level 1 Sewer Study*. November 2022.

Figure 5
Schematic Sewer System Layout



In 2014, the SRWTP's ADWF was approximately 141 mgd. Although future growth in the SacSewer service area will increase demands for wastewater service and use the remaining capacity of the SRWTP, regional water conservation efforts have resulted in a reduction in water use, which has in turn, increased the available capacity at the SRWTP. For instance, SacSewer anticipates per capita water consumption to decline through the continued installation of water meters and water conservation measures. As such, a substantial amount of additional water conservation is expected throughout SacSewer's service area, and the wastewater treatment provider expects the existing 181 mgd ADWF capacity to be sufficient through 2050. Accordingly, the SRWTP would maintain sufficient capacity to treat wastewater flows generated by the proposed project, in addition to the provider's existing commitments.

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

SacSewer currently has the wastewater treatment capacity and municipal infrastructure in place to provide wastewater conveyance and treatment services to the project site. Specific improvements necessary to provide wastewater service have been detailed in the Sewer Study prepared for the proposed project by Wood Rodgers.

3. An Indication of When the Services Can Feasibly be Extended to the Affected Territory

The project applicant would be responsible for the extension of infrastructure to provide wastewater conveyance and treatment services to the project site, which includes the design and construction of the new internal sewer lines and off-site force main alignment, as described above. The aforementioned improvements are not dependent upon other City- or developer-funded projects. The improvements can be constructed at any time to provide wastewater conveyance and treatment services to the proposed project.

4. Information With Respect to How the Services Will be Financed

Funding and financing information for the on-site sewer lines and off-site force main alignment is detailed in the Targeted MSR in the "Financial Ability to Provide Services" section. All wastewater facilities would be constructed by the developer. As previously discussed, utility infrastructure for new development in the City of Sacramento is funded through development impact fees established by the City of Sacramento Department of Utilities.

VIII. CIRCULATION AND ROADWAYS

The following are the existing roadways located within the project vicinity:

- Interstate 5: I-5 is a north-south freeway facility serving local and interregional traffic within the Sacramento region. I-5 primarily links South Sacramento, the Central Business District in Downtown Sacramento, Natomas, and the Sacramento International Airport. I-5 is also used as a primary route for long-distance traffic, including truck traffic. I-5 is generally about two to four lanes in each direction in the project vicinity.
- Power Line Road: Power Line Road is a north-south minor collector, perpendicular to I-5, located along the west side of the project site. To the north, the roadway intersects with Bayou Way and passes over I-5. To the south, Power Line Road intersects with Del Paso Road and ends at Garden Highway. Power Line Road has one lane in each direction with narrow, unpaved shoulders.

- Bayou Way: Bayou Way is an east-west local rural road located on the north side of the project site. To the west, the roadway intersects with Power Line Road. To the east, Bayou Way intersects with Metro Air Parkway and continues to the Westlake neighborhood, where the roadway becomes El Centro Road. Bayou Way has one lane in each direction. East of the project site, El Centro Road is separated by a painted median and has painted bike lanes in both directions.
- Del Paso Road: Del Paso Road is an east-west minor arterial located approximately 0.5-mile south of the project site. To the west, the roadway intersects with Power Line Road. To the east, Del Paso Road intersects Hovnanian Drive and bisects the suburban Westlake and Sundance Lake neighborhoods. To the east, the roadway is a major arterial and has ramps connected to I-5. The segment of the roadway directly to the south of the project site has one lane in each direction. To the east, the roadway expands to three lanes in each direction with additional left-turn lanes and a raised median.
- El Centro Road: El Centro Road is a north-south arterial located approximately 0.5-mile east of the project site. El Centro Road is a planned four-lane minor arterial. To the north, the roadway becomes a two-lane facility to Bayou Way. To the south, the roadway intersects with Del Paso Road and runs alongside the suburban neighborhoods of Westlake and Sundance Lake. North of Del Paso Road, the roadway has two southbound lanes, one northbound lane, and a raised median with left-turn lanes. To the south of Del Paso Road, the roadway has two lanes in each direction with a raised median.
- Metro Air Parkway: Metro Air Parkway is a north-south arterial perpendicular to I-5 that bisects the project site. Metro Air Parkway intersects Bayou Way to the south, passes over I-5, and continues north to intersect with West Elkhorn Boulevard. Within the project area, Metro Air Parkway currently has one lane per direction and is being widened to have two lanes in each direction. In the future, the roadway is anticipated to be widened to three lanes in each direction. Metro Air Parkway is considered a thoroughfare within the County.
- Elkhorn Boulevard: Elkhorn Boulevard is an east-west major arterial located north of the project site. To the east, Elkhorn Boulevard connects with SR 99. To the west, Elkhorn Boulevard connects with Power Line Road. Elkhorn Boulevard is currently one lane per direction except in front of Northlake, where the roadway has three eastbound lanes and two westbound lanes. Elkhorn Boulevard is anticipated to be widened as a six-lane major arterial/thoroughfare.

The pedestrian system in the project site vicinity consists of sidewalks along Del Paso Road and El Centro Road as the roadways pass through the Sundance Lake and Westlake neighborhoods, as well as an internal trail system within the neighborhoods. In addition, a sidewalk is located along Bayou Way just east of the project site, associated with the existing self-storage facility. Pedestrian facilities are not currently located along the project site frontage, as the location is currently undeveloped.

The bicycle system in the site vicinity consists of infrastructure around the Westlake and Sundance Lake neighborhoods. The bicycle system consists of a Class I bike path and Class II bike lanes to the south and east of the project site.

The project area is served by the local Sacramento Regional Transit (SacRT) bus service (Routes 13 and 142) as well as North Natomas Jibe (Lines 171 and 174). SacRT Bus Route 13 operates along Del Paso Road, south of the project site, and SacRT Bus Route 142, which is a peak-only line, operates along I-5 and stops north of the project site. North Natomas Jibe Line 171 passes along the project site on Callison Drive, and North Natomas Jibe Line 174 operates on Del Paso Road southeast of the project site. However, Jibe Line 174 does not include any stops in the

vicinity of the site. Jibe routes have traditionally run from Natomas to Downtown Sacramento during the morning peak hour and from Downtown Sacramento to Natomas during the afternoon peak hour. However, it should be noted that, due to continued low ridership caused by the COVID19 pandemic, the North Natomas Jibe has suspended all service. It should also be noted that while the project site is not currently served by SacRT Light Rail Transit (LRT), as outlined in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), a future SacRT LRT Green Line station is planned within 0.5-mile of the project boundary at Elkhorn Blvd and Power Line Road.

The City of Sacramento 2040 General Plan contains guiding goals and policies related to circulation and roadways applicable to the proposed project, which are presented below.

Mobility Element

Goal M-1 An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

Policy M-1.1 **Street Classification System.** The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit.

Policy M-1.2 **User Prioritization.** The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

Policy M-1.5 **Street Design Standards.** The City shall maintain street design and operations standards that prioritize comfort and travel time for walking, bicycling, and transit, while managing vehicle speeds and traffic volumes, updating them as best practices evolve.

Policy M-1.6 **Transit Integration.** Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing neighborhoods and proposed developments and destinations such as schools, employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.

Policy M-1.11 **Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

Policy M-1.12 **Light Rail Transit (LRT) Station Access Improvements.** Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding

neighborhoods and destinations. As feasible, connections should include pedestrian-level streetlighting and tree shading.

Policy M-1.13 **Walkability.** The City shall design streets to prioritize walking by including design elements such as the following:

- Grid networks that provide high levels of connectivity;
- Closely spaced intersections;
- Frequent and low-stress crossings;
- Wide, unobstructed walkable sidewalks;
- Separation from vehicle traffic;
- Street trees that provide shading; and
- Minimal curb cuts.

Policy M-1.16 **Barrier Removal.** The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:

- Provision of curb ramps, crosswalks, and overpasses;
- Relocation of infrastructure or street furniture that impedes travel pathways;
- Reducing or consolidating driveways and curb cuts;
- Providing long and short-term bicycle and scooter parking to minimize sidewalk obstructions; and
- Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.

Policy M-1.21 **Extension of Transit Service.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to plan for the extension of frequent transit service and other related transit improvements that are comfortable, convenient, and interconnected from the Greater Land Park, North Natomas, Pocket/Greenhaven, South Area, and South Natomas Community Plan Areas to areas with concentrated employment. This may include frequent bus service provided by SacRT as an interim solution along routes ultimately planned for light rail service.

Policy M-1.39 **Maintain the Street System.** The City shall maintain streets and shared-use paths using a pavement management system and maintenance program for public streets and shared-use paths throughout the city based on available funding.

Policy M-1.40 **Contributions from New Development.** The City shall require new development to construct or pay a proportionate share of the cost of improvements based on mobility-related impacts of the new development.

the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

Goal M-5 Connections to the regional transportation network that facilitates the movement of people and goods.

Policy M-5.6 **Goods Movement Facilities.** The City shall support improvements to regional goods movement facilities that facilitate local economic development and limit environmental impacts, including investments in technology, such as blockchain, that improve tracking and coordination at intermodal freight facilities.

1. Description, Level, and Range of Services to be Extended to the Project Site

Access to the project site would be provided from the north by Metro Air Parkway, which would extend southward into the project site and connect to the proposed Airport South Industrial Drive, providing a direct connection for trucks. The proposed project would include abandonment of the existing South Bayou Way within the project site boundaries. Concurrent with abandonment, an access easement would be dedicated over the eastern segment of South Bayou Way. In addition, “A” Drive would extend to the north from Airport South Industrial Drive along a portion of the eastern site boundary and connect to a new roundabout at the northeastern corner of the project site. The roundabout is anticipated to have signage and be configured to prohibit off-site truck traffic from the project site, east and south along Bayou Way/El Centro Road to Del Paso Road.

With respect to new vehicle trips generated by the proposed project, as traffic volumes increase, vehicle queues typically also increase at most intersections. A summary of freeway ramp termini intersection queueing analyses under Baseline and Baseline with Project conditions is presented in Table 3 and Table 4, respectively. As noted in the tables, red bolded text indicates an operational deficiency either caused by or exacerbated by the project. However, as shown in Table 4, while operational deficiencies exist at the Metro Air Parkway and I-5 northbound ramps at the northbound left lane and the Metro Air Parkway and I-5 southbound ramps at the southbound left lane during both the AM and PM peak hour under the Baseline with Project condition, such deficiencies would not be caused by or exacerbated by the proposed project.

Table 3					
Queuing at Freeway Ramp Termini During Peak Hours – Baseline Condition					
Intersection / Analysis Scenario	Movement	AM Peak Hour		PM Peak Hour	
		Available Storage (feet)	95th % Queue (feet)	Available Storage (feet)	95th % Queue (feet)
1. Airport Blvd and I-5 northbound ramps	WBL	1,350	20	1,350	20
2. Airport Blvd and I-5 southbound ramps	EBL/EBR	1,375	60	1,375	60

(Continues on next page)

Table 3
Queuing at Freeway Ramp Termini During Peak Hours —
Baseline Condition

Intersection / Analysis Scenario	Movement	AM Peak Hour		PM Peak Hour	
		Available Storage (feet)	95 th % Queue (feet)	Available Storage (feet)	95 th % Queue (feet)
3. Metro Air Parkway and I-5 northbound ramps	WBL/WBT	1,575	35	1,575	25
	WBR	160	145	160	105
	NBL	160	60	160	20
4. Metro Air Parkway and I-5 southbound ramps	EBL/EBR	1,600	115	1,600	50
	SBR	130	90	130	90
9. Del Paso Road and I-5 northbound ramps	NBL	1,270	295	1,270	295
	NBR	1,270	320	1,270	380
10. Del Paso Road and I-5 southbound ramps	SBL	1,100	105	1,100	125
	SBR	250	120	250	80
13. West Elkhorn Boulevard and SR 99 northbound ramps	NBL	1,525	145	1,525	85
14. West Elkhorn Boulevard and SR 99 southbound ramps	SBL	400	85	400	165
	SBR	1,480	115	1,480	85

Note: EB = eastbound; EBL = eastbound left; EBR = eastbound right; ft = feet; NB = northbound; NBL = northbound left; NBR = northbound right; SB = southbound; SBL = southbound left; SBR = southbound right; WB = westbound; WBL = westbound left; WBR = westbound right

Black bolded results indicate an operational deficiency. **Red bolded** results indicate an operational deficiency either caused by or exacerbated by the project. Values rounded up to the nearest multiple of five.

Source: DKS, 2023.

Table 4
Queuing at Freeway Ramp Termini During Peak Hours —
Baseline Plus Project Condition

Intersection / Analysis Scenario	Movement	AM Peak Hour		PM Peak Hour	
		Available Storage (feet)	95 th % Queue (feet)	Available Storage (feet)	95 th % Queue (feet)
1. Airport Blvd and I-5 northbound ramps	WBL	1,350	20	1,350	20
2. Airport Blvd and I-5 southbound ramps	EBL/EBR	1,375	75	1,375	60
3. Metro Air Parkway and I-5 northbound ramps	WBL	350	270	350	175
	WBT/WBR	1,575	180	1,575	180
	NBL	100	150	100	145
4. Metro Air Parkway and I-5 southbound ramps	NBT	875	220	875	245
	SBT	700	330	700	305

(Continues on next page)

**Table 4
Queuing at Freeway Ramp Termini During Peak Hours —
Baseline Plus Project Condition**

Intersection / Analysis Scenario	Movement	AM Peak Hour		PM Peak Hour	
		Available Storage (feet)	95 th % Queue (feet)	Available Storage (feet)	95 th % Queue (feet)
9. Del Paso Road and I-5 northbound ramps 4. Metro Air Parkway and I-5 southbound ramps	SBR	650	100	650	95
	EBL	1,600	135	1,600	115
10. Del Paso Road and I-5 southbound ramps	EBR	170	95	170	45
	NBL	300	200	300	220
13. West Elkhorn Boulevard and SR 99 northbound ramps	NBT	470	205	470	240
14. West Elkhorn Boulevard and SR 99 southbound ramps	SBT	840	405	840	260
	SBR	130	255	130	185
<p>Notes: EB = eastbound; EBL = eastbound left; EBR = eastbound right; ft = feet; NB = northbound; NBL = northbound left; NBR = northbound right; SB = southbound; SBL = southbound left; SBR = southbound right; WB = westbound; WBL = westbound left; WBR = westbound right</p> <p>Black bolded results indicate an operational deficiency. Red bolded results indicate an operational deficiency either caused by or exacerbated by the project. Values rounded up to the nearest multiple of five.</p>					
<i>Source: DKS, 2023.</i>					

Bicycle and pedestrian facilities are not currently located along the project site frontage, as the location is currently undeveloped. As such, the proposed project would not adversely affect existing pedestrian or bicycle facilities. In addition, the proposed project would be required through Mitigation Measure 4.12-2 of the EIR to construct pedestrian and bicycle facilities along the project site’s frontage in accordance with applicable City standards; Class IV separated bicycle facilities within the proposed cross-section to provide separation between cyclists and heavy truck traffic; connection of the bicycle network to the existing and planned City and County bikeway system, including, but not limited to, Bayou Way at the northeast corner of the site, the Class I bikeway at the southeast corner of the site, and Metro Air Parkway north of I-5; and the off-street Class IV cycle track shown on the eastern side of the site in the City of Sacramento Bikeway Master Plan. With respect to transit facilities, the proposed project would not include features that would conflict with existing or planned transit services.

2. Roadway Level of Service Criteria

Level of service (LOS) is a qualitative measure describing operational conditions at an intersection or road segment. The level of service generally describes the conditions in terms of average delay per vehicle. Six levels of service are defined and given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

According to the Local Transportation Analysis prepared for the proposed project by DKS Associates (see Attachment D of this Plan for Services),⁵ of the 43 intersections evaluated, the Del Paso Road/East Commerce Way intersection is the only study intersection where operations would deteriorate below the City's LOS threshold as a result of the proposed project under the Baseline with Project condition. However, the LOS effects associated with the Baseline with Project condition assumes full buildout of the industrial park and nonparticipating parcels, which is applied against the Baseline condition. Given that full buildout of the proposed project is anticipated to occur over multiple years with additional roadway improvements constructed off-site, the Local Transportation Analysis concludes that effects associated with the Baseline with Project condition could be phased, as needed, with subsequent review and analysis. Additionally, the Local Transportation Analysis found that all evaluated roadway segments would operate at acceptable LOS under Baseline and Baseline with Project conditions.

3. Information With Respect to How the Services Will be Financed

Funding and financing information for the proposed circulation improvements is detailed in the Targeted MSR in the "Financial Ability to Provide Services" section. All circulation facilities would be constructed by the developer. This includes design and construction where required, or payment of in lieu fees. Roadway construction would be phased as the project develops.

IX. ANIMAL CARE

Animal Care services for the County lands surrounding the project site are currently provided by Sacramento County Animal Care Services, located at 3839 Bradshaw Road, one mile south of U.S. Route 50 (US-50). Within the City limits, the City of Sacramento operates the Front Street Animal Shelter, located at the Front Street/Broadway intersection.

Regulations and standards regarding animal care are set forth in the Sacramento City Code Section 9.44. Enforcement is handled by the Animal Care Services Division of the Public Works Department, with support from police and other County departments regarding issues of public health and safety related to dangerous or stray animals.

1. Description, Level, and Range of Services to be Extended to the Project Site

The City of Sacramento Animal Care Services include low-cost vaccination clinics, spay and neuter clinics, veterinary care, a pet food pantry, euthanasia services, pet licensing, adoption, boarding, lost and found pet services, and informative resources. The Front Street shelter maintains a full staff of veterinarians, service administrators, field operators, and staff who assist with animal detention, shelter, care, and placement of stray and licensed pets. Animal care also coordinates with other agencies in response to public safety, emergency, and law enforcement needs regarding animals. Animal Care Services are paid for through the City's General Fund, supplemented by donations and fundraising from animal care groups.

⁵ DKS Associates. *Sacramento Airport South Industrial Development Local Transportation Analysis*. February 5, 2024.

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

The proposed project consists of industrial and commercial development that is not anticipated to affect capacity or demand for animal care services in the City of Sacramento. Improvements to animal care services in the City would not be necessary as a result of the proposed project.

X. CODE ENFORCEMENT

The Sacramento Code Compliance Division provides code enforcement services for the City's neighborhoods, businesses, entertainment, and housing. The Code Compliance Division's overarching goal is to preserve and enhance public health, safety, and welfare by addressing issues of blight and enforcing City and State codes. The City of Sacramento 2040 General Plan contains guiding goals and policies related to code enforcement applicable to the proposed project, which are presented below.

Historic and Cultural Resources Element

Goal HCR-2 A comprehensive, citywide preservation program that identifies, protects, and assists in the preservation of Sacramento's historic and cultural resources.

Policy HCR-2.5 **Code Compliance.** The City's Code Enforcement, Building, and Preservation Planning Division staff shall work collaboratively to identify historic properties under code enforcement actions and facilitate repair work that brings historic properties into compliance, consistent with preservation best practices, including utilizing the State Historical Building Code to support preservation goals.

Environmental Resources and Constraints Element

Goal ERC-7 Protection of life and property from seismic hazards.

Policy ERC-7.2 **Seismic Stability.** In accordance with the California Building Code, the City shall regulate structures intended for human occupancy to ensure they are designed and constructed to retain their structural integrity when subjected to seismic activity.

Goal ERC-10 A healthy sound environment conducive to living and working.

Policy ERC-10.9 **Construction Noise Controls.** The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices.

Mobility Element

Goal M-1 An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

Policy M-1.36 **Electric Vehicles (EVs) in New Development.** The City shall support minimum levels of EV infrastructure readiness and installation in new development and incentivize additional levels of EV charging, and EV car share, beyond City Code minimums.

1. Description, Level, and Range of Services to be Extended to the Project Site

The following services fall under the jurisdiction of the Code Compliance Division:

- Business Compliance: Works with City departments to issue permits and licenses and enforces codes and ordinances, including tobacco retailer licenses, entertainment permits, taxi permits, and mobile food permits.
- Housing and Dangerous Buildings: Enforces City and State codes related to residential and commercial structures and addresses pests and mechanical noise.
- Anti-Graffiti Program: Works with the Sacramento Police Department (SPD) to carry out efforts to keep neighborhoods clear of graffiti and implements abatement programs, educational outreach, and community involvement programs.

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

Although a need for code enforcement would be expanded due to the inclusion of the project site within the City limits, such inclusion would be at a level sustainable to the City. Currently, the City and the Sacramento Fire Department (SFD) review projects for compliance with State and local code requirements; however, City code enforcement would vary slightly, depending upon what the City and SFD deem most relevant regarding public safety. Facility upgrades are not anticipated to be required for the Sacramento Code Compliance Division as a result of the proposed project, which would be entirely new development and built to the City's latest standards in compliance State and local regulations. As the nonparticipating parcels are eventually developed, they would also be constructed in conformance with the State and local regulations in effect at the time of construction.

3. An Indication of When the Services Can Feasibly be Extended to the Affected Territory

Code enforcement services to the project site would be provided consistent with the development and occupation of the proposed structures.

4. Information with Respect to How the Services will be Financed

The proposed project would contribute to the City's funding of the Code Compliance Division through revenues generated from payment of application fees for applicable permits and clearances by new development and local taxes. Additional funding and financing information related to code enforcement services that would be provided to the proposed project is detailed in the Targeted MSR in the "Financial Ability to Provide Services" section.

XI. POLICE PROTECTION

The project site is currently located within the unincorporated portion of Sacramento County, which is provided law enforcement services by the Sacramento County Sheriff's Office. Upon annexation into the City of Sacramento, the site would be served by the SPD. The SPD provides

police protection services within the City limits and is staffed with approximately 686 sworn personnel, 29 academy recruits, 291 professional staff, and 144 non-career staff.⁶ The SPD is managed by the Chief of Police, as well as three Deputy Chiefs and a captain who oversee the Offices of Operations, Investigations, and Specialized Services.

The SPD is headquartered at the City's Public Safety Center at 5770 Freeport Boulevard and is supported by several substations throughout the City. The substations include the William J. Kinney Police Facility, which serves the SPD's North Area from 3550 Marysville Boulevard; the Joseph E. Rooney Police Facility, which serves the SPD's South Area from 5303 Franklin Boulevard; and the Central Command Richards Police Facility, which is located at 300 Richards Boulevard.

The North Area substation provides police services to the northern portion of the City, from the American River to the south, to the City limits to the west, north, and east. The South Area substation provides police protection services to the southern portion of the City, from US-50 to the north, to the City limits to the west, south, and east. The Central Command Richards Police Facility provides police response to three main beats in the central portion of the City, which are bounded by the American River to the north, US-50 to the south, the Sacramento River to the west, and the City limits to the east. The nearest police substation to the project site is the Central Command Richards Police Facility, which is located approximately 5.4 miles to the southeast of the site.

The SPD does not have an adopted officer-to-resident ratio. The department uses geographic information systems (GIS) data, call and crime frequency information, and available personnel to rebalance its deployment on an annual basis in order to meet the changing demands of the City. The SPD maintains an unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and one civilian support staff per two sworn officers.

The City of Sacramento 2040 General Plan contains guiding goals and policies related to police protection applicable to the proposed project, which are presented below.

Public Facilities and Safety Element

Goal PFS-1 Responsive police and fire services that ensure a high level of public safety.

- Policy PFS-1.1 **Crime and Law Enforcement.** The City shall continue to work cooperatively with the community, regional law enforcement agencies, local government agencies, and other entities to provide quality police service that protects the long-term health, safety, and well-being of the community.
- Policy PFS-1.2 **Community-Based Policing.** The City shall continue to employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups to address neighborhood crime.
- Policy PFS-1.5 **CPTED Strategies.** The City shall continue to promote Crime Prevention through Environmental Design (CPTED) strategies in the design of new developments, including the following:

⁶ The Targeted MSR's statistics are based on 2019 staffing levels. Additionally, it should be noted that the SPD was authorized to staff 747 sworn positions and 323.46 professional staff positions during fiscal year 2019/2020.

- Provision of adequate public lighting;
- Windows overlooking streets and parking lots; and
- The creation of paths to increase pedestrian activity within both private development projects and public facilities to enhance public safety.

Policy PFS-1.9 **Equipment, Facilities, and Staffing.** The City shall locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.

Policy PFS-1.12 **Cooperative Delivery of Services.** The City shall maintain mutual aid relationships with the County of Sacramento and other local, State, and federal agencies that promote regional cooperation in the delivery of services and allow for supplemental aid from other police and fire personnel in the event of emergencies.

Policy PFS-1.14 **Timing of Services.** The City shall monitor the pace of residential and commercial growth in Sacramento and make best efforts to match that growth with commensurate increases in public safety personnel, equipment, and facilities.

Policy PFS-1.15 **Development Fees for Facilities and Services.** The City shall require development projects to contribute fees to ensure the provision of adequate police and fire services.

Policy PFS-1.16 **Development Review.** The City shall continue to require new development projects to incorporate safety features and include the Sacramento Police Department (SPD) and the Sacramento Fire Department (SFD) in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

5. Description, Level, and Range of Services to be Extended to the Project Site

The nearest police substation to the project site is the Central Command Richards Police Facility, which is located at 300 Richards Boulevard, approximately 5.4 miles to the southeast of the site. The SPD does not have an adopted officer-to-resident ratio. Unofficially, the SPD maintains an unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and one civilian support staff per two sworn officers. Additionally, the Sacramento General Plan does not establish a specific response time standard for emergency calls for the SPD.

Development of the proposed project is estimated to result in a total of approximately 4,000 employees. Conservatively estimating that all permanent positions associated with the project would be filled by new residents to the Sacramento region would result in a 0.7

percent increase to the existing City population.⁷ While such an increase could incrementally increase demand for police protection services by the SPD, given the relatively short distance of the Central Command Richards Police Facility to the project site, the SPD would be able to capably respond to service calls from the project site. In addition, General Plan Policy PFS 1.15 establishes the City's commitment to ensuring the SPD has the necessary levels of facilities, equipment, and staffing to adequately provide police protection services to the SPD service area. The City funds the SPD budget, in part, through revenues generated from payment of application fees for applicable permits and clearances by new development. In addition, new development within the City is subject to applicable development impact fees to ensure a fair-share contribution is made to finance the purchase of new or expansion of existing SPD facilities, apparatus, and equipment necessary for the purposes of maintaining adequate service levels. The project site is currently contiguous with the City's North Natomas Finance Plan Area. As part of project approval, the proposed project would be subject to the North Natomas Planning Area Development Fees. Pursuant to Sacramento City Code Section 18.24.050, the North Natomas Planning Area Public Facilities Fee is assessed at a rate of \$238,272 per net acre for Convenience Commercial uses; \$140,361 per net acre for Community Commercial uses; and between \$49,752 and \$57,527 per net acre for Light Industrial uses. Thus, through payment of the North Natomas Planning Area Development Fees, buildout of the project site with the proposed uses would include a fair-share contribution to the City for the provision of SPD services to the site.

Finally, the development standards established by Sacramento City Code Section 17.220.250 for the Industrial PUD (M-1-PUD) zoning district require compliance with the City's wall, fence, and gate regulations, which are set forth in Sacramento City Code Chapter 17.620. The aforementioned regulations allow for enhanced fencing materials capable of providing additional security for nonresidential structures and requirements for gated entrances. Such features would reduce the demand for police protection services associated with the proposed project. Thus, any increase in demand generated by the project, including new residents indirectly attracted to the City by the project, could be accommodated by the SPD.

6. An Indication of When the Services Can Feasibly be Extended to the Affected Territory

SPD services to the project site would be provided consistent with the development timeline of the proposed project, with police staffing and facilities expanding incrementally.

7. Information with Respect to How the Services will be Financed

The City funds the SPD budget, in part, through revenues generated from payment of application fees for applicable permits and clearances by new development. The proposed project would also be subject to development impact fees, as set forth by Sacramento City Code Section 18.24.050. Additional funding and financing information related to police protection services that would be provided to the proposed project is detailed in the Targeted MSR in the "Financial Ability to Provide Services" section.

XII. FIRE PROTECTION

The project site is currently provided fire protection services by the SFD, which provides fire protection services to the City of Sacramento, as well as adjacent areas in unincorporated

⁷ Based on 2019 population total for the City of Sacramento presented in the Land Use and Planning/Population and Housing chapter of this EIR.

Sacramento County. The SFD's service area consists of approximately 99.2 square miles within the City limits and 47.1 square miles in Sacramento County, including two contract areas for the Pacific Fruitridge Fire Protection District and Natomas Fire Protection District. The department is a full-service fire department, with the responsibility for responding to and mitigating incidents involving fires, medical emergencies, hazardous material incidents, and water rescue within its service area.

The SFD also provides a full range of support services, including fire prevention, public education, fire investigation, and domestic preparedness planning and response. The department participates in an automatic aid agreement with neighboring fire jurisdictions, as well as State and federal agencies. The SFD has 678 budgeted personnel positions that respond to approximately 90,000 calls and provide service to approximately 480,000 residents and more than 20,000 businesses in the City.⁸ At full staffing levels, the SFD daily operation staff consists of a total of 173 on-duty personnel for fire and emergency medical service (EMS) first responder emergencies, 34 of which are on duty for emergency ambulance transportation. The SFD maintains a goal to have its first responding company, which provides for fire suppression and paramedic services, arrive within four minutes.

The SFD is organized into the following divisions:

- Fire Administrative Services, which is responsible for departmental support of budget, revenues, accounts payable, procurement, contracts, council reports and grants, and various personnel services;
- Fire/Emergency Medical Services, which responds to fires, rescues, hazardous materials incidents, wildland fires, and other emergencies and medical services;
- Office of the Chief, which is responsible for developing and providing the department's overall direction;
- Technical Services, which provides essential support functions to all divisions, including equipment acquisition and repair, information technology, facility maintenance and repair coordination, and fleet maintenance. The division also enforces fire codes and ordinances, conducts plan reviews and construction inspections, and investigates fires; and
- Training/Professional Standards, which is responsible for essential fire recruit training including in-service, continuing education, and outreach/recruitment.

The SFD is headquartered at the City's Public Safety Center, located at 5770 Freeport Boulevard in Sacramento. The facility also serves as the SPD's headquarters. The SFD operates 24 fire stations, which are strategically located throughout the City. The nearest SFD station to the project site is Station 43, which is located at 4201 El Centro Road, approximately 2.5 miles southeast of the site. Although each SFD station operates within a specific response district encompassing the immediate geographical area around the station, all of the fire agencies within Sacramento County (i.e., SFD, Sacramento Metropolitan Fire District, Sac Airport Fire, Cosumnes Community Services District Fire Department, and the Folsom Fire Department) share an automatic aid agreement that allows response from the closest fire unit regardless of jurisdiction. The nearest existing fire station in Sacramento County to the project site is the Sac Airport Fire station, located at the Sacramento International Airport, approximately 2.1 miles to the north of the project site.

All but one of the SFD engine companies are staffed with four personnel, consisting of a Company Officer (captain), engineer, and two firefighters. The remaining engine company, located at

⁸ The Targeted MSR's statistics are based on 2017 SFD staffing levels.

Station 3 in the rural portion of the contracted Natomas Fire Protection District, is staffed with three personnel (a captain, an engineer, and a firefighter). In addition, SFD truck companies and the department's lone rescue company are also staffed with personnel that are identical to the four-person engine companies. Ambulances are staffed with two firefighters/paramedics or a firefighter/paramedic and firefighter/emergency medical technician (EMT) combination.

Metro Air Park, a master planned industrial development, is also scheduled to provide land and facilities for a new fire station near the project site. The 10,000-square-foot (sf) fire station will be located approximately 1.4 miles north of the site and operated by the Sacramento Metropolitan Fire District. Construction of the facility is planned at such time that Metro Air Park reaches 30 percent buildout.

In addition to the goals and policies listed above related to first-responder services in general, the City of Sacramento 2040 General Plan contains guiding goals and policies related to fire protection applicable to the proposed project, which are presented below.

Public Facilities and Safety Element

Goal PFS-1 Responsive police and fire services that ensure a high level of public safety.

Policy PFS-1.6 **Fire Prevention Programs and Suppression.** The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.

Policy PFS-1.7 **Water Supply for Fire Suppression.** The City shall ensure that adequate water supplies are available for fire suppression throughout the city and shall require development to construct all necessary fire suppression infrastructure and equipment.

Policy PFS-1.8 **Fire Hazards.** The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.

Policy PFS-1.7 **Water Supply for Fire Suppression.** The City shall ensure that adequate water supplies are available for fire suppression throughout the city and shall require development to construct all necessary fire suppression infrastructure and equipment.

Policy PFS-1.8 **Fire Hazards.** The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.

1. Description, Level, and Range of Services to be Extended to the Project Site

The nearest SFD fire station to the project site is Station 43, which is located at 4201 El Centro Road, approximately 2.5 miles southeast of the site. Although each of SFD's 24 fire stations operates within a specific response district encompassing the immediate geographical area around the station, all fire agencies within Sacramento County (i.e., SFD, Sacramento Metropolitan Fire District, Sac Airport Fire, Cosumnes Community Services District Fire Department, and the Folsom Fire Department) share an automatic aid agreement that allows response from the closest fire unit regardless of jurisdiction. According to the Targeted MSR, the SFD seeks to respond to fire incidents and medical emergencies within four minutes.

As the proposed project primarily consists of industrial uses, with a limited number of commercial uses also proposed, the project would not be anticipated to generate a substantial amount of new population within the SFD service area, as the project does not include new residential units and the majority of jobs created by the project would be filled primarily by those already residing within the Sacramento region. As such, the proposed project would not be expected to substantially increase the need for additional SFD fire personnel, equipment, and facilities through population growth.

Nevertheless, due to the industrial nature of the project, the potential exists for work-related injuries that necessitate emergency medical care to occur during project operation. Based on assumptions in the Local Transportation Analysis, development of the project could generate a total of approximately 4,000 employees. Given the relatively close proximity of Station 43 to the project site, the SFD is anticipated to be capable of responding to emergency medical and fire incidents at the project site within the department's four-minute response time goal. In addition, through the automatic aid agreement between fire agencies within Sacramento County, the most efficient fire protection and emergency medical services would be available to the project site. For example, Metro Air Park is scheduled to provide land and facilities for a new fire station near the project site. The 10,000-sf fire station site will be located approximately 1.4 miles north of the project site and operated by the Sacramento Metropolitan Fire District, which would allow for immediate response to fire and emergency medical incidents at the project site.

All structures included as part of the proposed project would be constructed in accordance with the applicable standards set forth by the California Building Code (CBC) and California Fire Code (CFC). Consistent with the CBC, the design of the proposed buildings would include the installation and use of automatic fire sprinklers. Fire alarm systems would be incorporated pursuant to CFC requirements. Such features would reduce the potential for fires to occur and spread within the proposed structures, thereby reducing the demand for fire protection services associated with the proposed project.

General Plan Policy PFS 1.9 establishes the City's commitment to ensuring the SFD has the necessary levels of facilities, apparatus, equipment, and staffing to provide adequate fire protection and emergency medical services within the department's service area. The City funds the SFD budget, in part, through revenues generated from payment of application fees for applicable permits and clearances by new development. In addition, new development within the City is subject to applicable development impact fees to ensure a fair-share contribution is made to finance the purchase of new or expansion of existing SFD facilities, apparatus, and equipment necessary for the purposes of

maintaining adequate service levels. Accordingly, revenues generated through payment of applicable permit application fees by the proposed project, as well as development impact fees established pursuant to Sacramento City Code Section 18.24.050, would ensure the project pays a fair share for fire protection services provided by the SFD.

2. An Indication of When the Services Can Feasibly be Extended to the Affected Territory

SFD services to the project site would be provided consistent with the development timeline of the proposed project, with fire protection staffing and facilities expanding incrementally.

3. Information with Respect to How the Services will be Financed

The City funds the SFD budget, in part, through revenues generated from payment of application fees for applicable permits and clearances by new development. The proposed project would also be subject to development impact fees, as set forth by Sacramento City Code Section 18.24.050. Additional funding and financing information related to fire protection services that would be provided to the proposed project is detailed in the Targeted MSR in the “Financial Ability to Provide Services” section.

XIII. SOLID WASTE

The project site is not currently provided solid waste collection services. Upon annexation into the City, the site would be provided services by the City of Sacramento’s Recycling and Solid Waste Division, which collects solid waste generated throughout the City, including household waste, recycling, construction and demolition materials, and organic wastes. According to the Targeted MSR, more than 660,000 tons of solid waste are generated annually, with the City collecting approximately 250,000 tons. The remainder is collected by franchised waste haulers and individual residents.

Waste collected by the City is initially transported to two locations, including the Sacramento Recycling and Transfer Station (SRTS), which accepts waste from the southern region of the City, and the Sacramento County North Area Recovery Station (NARS), which accepts waste from the north region of the City. Refuse is hauled from both locations to the Sacramento County Kiefer Landfill for processing. Solid waste generated by commercial uses (including multi-family residences of five units or more) is collected by private haulers and transported to the SRTS, NARS, Sacramento County Kiefer Landfill, as well as other facilities, including the Yolo County Central Landfill, L and D Landfill, the Florin Perkins Public Disposal Site, and the Elder Creek Transfer Station. According to the Targeted MSR, the Sacramento County Kiefer Landfill, located at Kiefer Boulevard and Grand Line Road, includes 1,084 acres of total area, with approximately 660 acres of landfill area. The Kiefer Landfill is the primary location for the City of Sacramento’s disposal of solid waste. The waste delivered to the landfill is from municipal and industrial sources, with an average of approximately 2,423 tons per day accepted.

The City of Sacramento 2040 General Plan contains guiding goals and policies related to solid waste applicable to the proposed project, which are presented below.

Public Facilities and Safety Element

Goal PFS-5 Sensible waste management that reduces disposal in landfills and supports cost-effective sustainability efforts.

- Policy PFS-5.1 **Solid Waste Reduction.** The City shall reduce the amount of solid waste that is disposed in landfills by promoting source reduction and recycling throughout Sacramento and by expanding the range of programs and information available to local residents and businesses, consistent with State requirements.
- Policy PFS-5.2 **Collection and Recycling Services.** The City shall provide for continued solid waste collection and recycling services in Sacramento, including contracting with franchise waste haulers, and ensuring adequate transfer station facilities capacity and the availability of adequate landfill capacity to meet future needs.
- Policy PFS-5.5 **Recycled Materials in New Construction.** The City shall encourage the use of recycled materials in new construction. Methods shall include promoting the availability of materials at Certified Construction and Demolition (C&D) Debris Sorting Facilities and the reuse store at the Sacramento Recycling and Transfer Station.
- Policy PFS-5.6 **Bulky Item and Appliance Disposal.** The City shall continue to provide programs that allow residential households to schedule two appointments per year for the collection of large refuse items.
- Policy PFS-5.8 **Household Hazardous Waste Disposal.** The City shall continue to promote the safe disposal of household hazardous waste, e-waste, and batteries through public education.

1. Description, Level, and Range of Services to be Extended to the Project Site

Solid waste from the City is disposed of at the SRTS, NARS, Sacramento County Kiefer Landfill, as well as other facilities, including the Yolo County Central Landfill, L and D Landfill, the Florin Perkins Public Disposal Site, and the Elder Creek Transfer Station. The Kiefer Landfill is the primary location for the City of Sacramento's disposal of solid waste. The waste delivered to the landfill is from municipal and industrial sources, with an average of approximately 6,300 tons per day accepted. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Kiefer Landfill is permitted to accept a maximum of 117,400,000 cubic yards of waste.⁹ The landfill has a remaining capacity of 112,900,000 cubic yards and is anticipated to cease operations by 2064.

Overall, following development of project site, the proposed project would result in a maximum building square footage of 6,707,500 sf. According to the U.S. Environmental Protection Agency (USEPA) report, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, non-residential construction activities generate an average

⁹ California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507>. Accessed August 2023.

of 4.34 pounds per square foot (lbs/sf) of waste.¹⁰ Therefore, applying such an amount to buildout of the proposed project would produce approximately 29,110,550 lbs (14,555.3 tons) of construction waste (4.34 lbs/sf X 6,707,500 sf).

The construction waste estimate presented above represents a conservative analysis of the maximum potential waste production from construction of the proposed project. The California Green Building Standards Code, otherwise known as the CALGreen Code, requires at least 65 percent diversion of construction waste for projects permitted after January 1, 2017. As such, a minimum of 9,460.9 tons of waste would be diverted away from landfill disposal during construction. Considering the applicable CALGreen Code requirements, buildout of the proposed project would be anticipated to produce up to 5,094.4 tons of waste during construction. In addition, construction waste would be generated as part of installation of the proposed off-site force main. Construction waste generation represents a short-term increase in waste generation. Considering that the Kiefer Landfill has a remaining capacity of 96.1 percent of the total permitted capacity of the landfill, the proposed project's construction waste would represent only an incremental contribution to the waste received at the landfill.

Operational solid waste generation from the proposed project has been estimated based on an average waste generation rate for employees of industrial uses, as published by CalRecycle.¹¹ The total number of employees would produce approximately 35,720 lbs/day (17.86 tons/day) of operational solid waste. The Kiefer Landfill has a permitted throughput of 10,815 tons/day. Considering that the landfill currently accepts 6,300 tons/day, the landfill would be able to accommodate the operational waste generated by the proposed project. In addition, considering that the Kiefer Landfill has a remaining capacity of 96.1 percent, the proposed project's operational waste would represent only an incremental contribution to the waste received at the landfill.

Based on the above, the proposed project would not generate solid waste in excess of the capacity of local infrastructure.

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

The City has not indicated specific improvements or an upgrade of facilities associated with the development of the proposed project.

3. An Indication of When the Services Can Feasibly be Extended to the Affected Territory

Solid waste service to the proposed project would be provided consistent with buildout of the project site with the proposed uses.

4. Information with Respect to How the Services will be Financed

Solid waste services are funded through user fees. Waste collection services would be incrementally expanded throughout the course of buildout of the project site. Additional funding and financing information related to solid waste services that would be provided

¹⁰ U.S. Environmental Protection Agency. *Estimating 2003 Building-Related Construction and Demolition Materials Amounts*. 2009.

¹¹ California Department of Resources Recycling and Recovery. *Estimated Solid Waste Generation Rates*. Available at: <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>. Accessed June 2023.

to the proposed project is detailed in the Targeted MSR in the “Financial Ability to Provide Services” section.

XIV. STORM DRAINAGE AND FLOOD CONTROL

The Natomas Basin comprises approximately 50,000 acres spanning northwestern Sacramento County and southwestern Sutter County, and is protected by a levee system under the jurisdiction of the U.S. Army Corps of Engineers (USACE). The levees surrounding the Natomas Basin were decertified by the USACE in December 2008. After that date, the Sacramento Area Flood Control Agency (SAFCA), the USACE, and the State of California have been, and currently are, working together to fund, design and construct levee improvements to provide 200-year protection to the Natomas Basin. Over 50 percent of the levee improvements have been constructed, and 100 percent of the funding has been allocated by local, State, and federal agencies to complete all of the levee improvements.

The City of Sacramento is divided into approximately 120 drainage basins. Drainage from most of the basins flows to local rivers or creeks or drainage channels through pumping. The City owns and operates 105 storm drainage pumping stations throughout the City. The drainage canals and local creeks eventually drain into the Sacramento and American rivers. In the vicinity of the project site, Reclamation District (RD) 1000 owns and operates the existing canals and pumping plants that move storm drainage from the local area to the Sacramento River. RD 1000 collects all runoff within the Natomas Basin through a system of interconnected channels and directs this runoff to pumping plants in order to lift the water into the leveed rivers and channels surrounding Natomas.

The existing regional drainage facilities are shown in Figure 6. Off-site runoff within the project vicinity enters the project site along the RD 1000 L Drain of the Lone Tree Canal that flows south through three eight-foot by five-foot box culverts under I-5 (directly north of the project site). Within the project site, the RD 1000 L Drain of the Lone Tree Canal bisects the easterly third of the site from the remainder of the site. The RD 1000 L Drain flows south to join the West Drainage Canal that is located along the southern boundary of the project site.

At the confluence of the Lone Tree Canal and the West Drainage Canal, drainage runoff either flows east and south toward Pumping Plant 3 on the Sacramento River, or west and northwest toward Pumping Plant 5 on the Sacramento River. It should be noted that the RD 1000 system in the Lone Tree Canal and West Drainage Canal is operated with a permanent backwater condition whereby the canals contain water at all times of the year. Other than the existing RD 1000 ditches and canals discussed above, the project site does not contain internal drainage system facilities. Peak flows within the West Drainage Canal downstream of the RD 1000 L Drain and West Drainage Canal confluence are currently 465.5 cubic feet per second (cfs). Water surface elevations within the connecting channel just upstream of Pumping Plant 3 are currently 13.789 feet and water surface elevations within the channel upstream of Pumping Plant 5 are currently 14.589 feet.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the project area, the entirety of the project site is located within Zone A, which is designated as a Special Flood Hazard Area (SFHA) (see Figure 7). However, it should be noted that due to the levee improvements described above, portions of the Natomas Basin are now classified as A-99 flood zones, including the eastern portion of the project site.

Figure 6
Regional Drainage Facilities

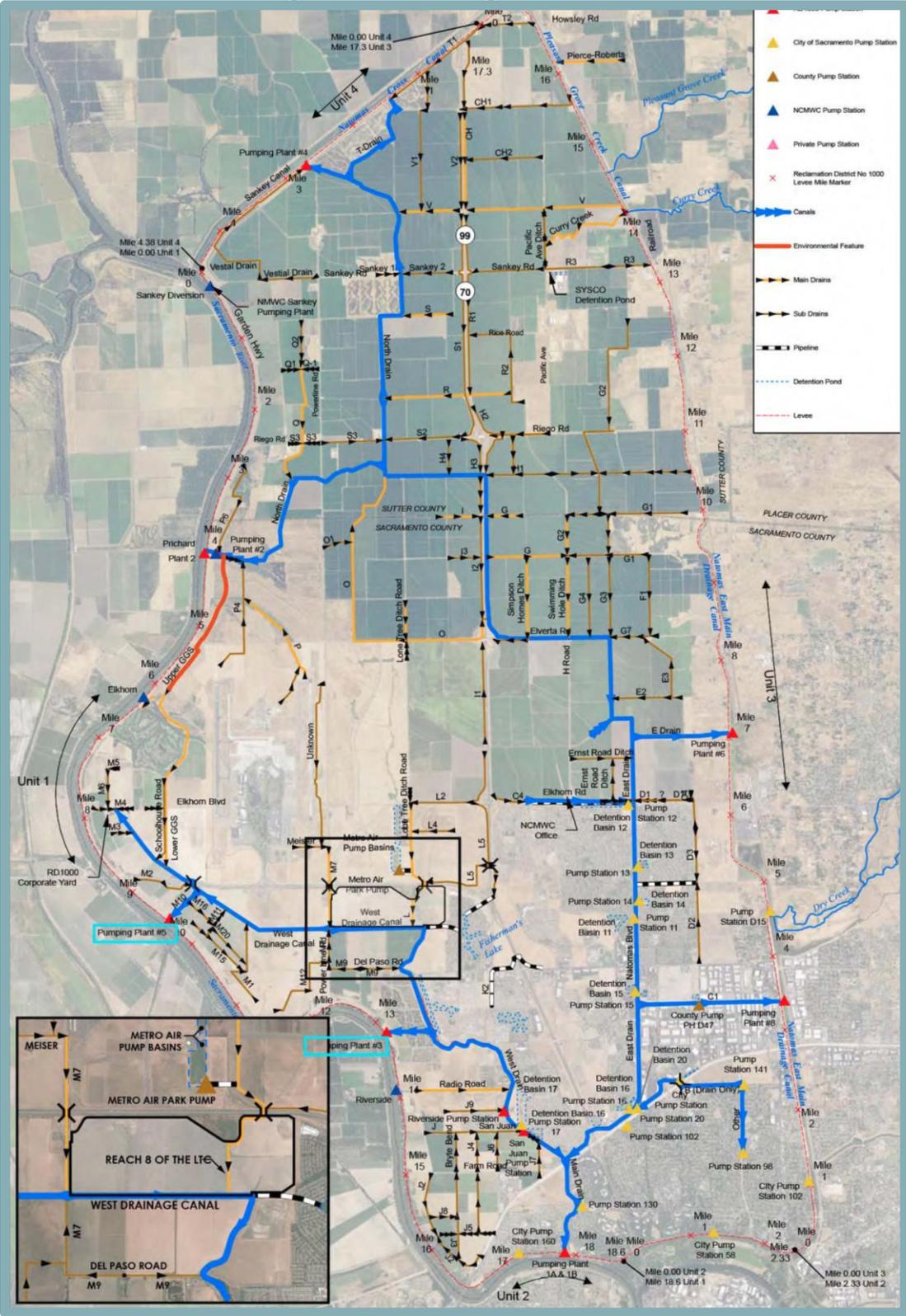
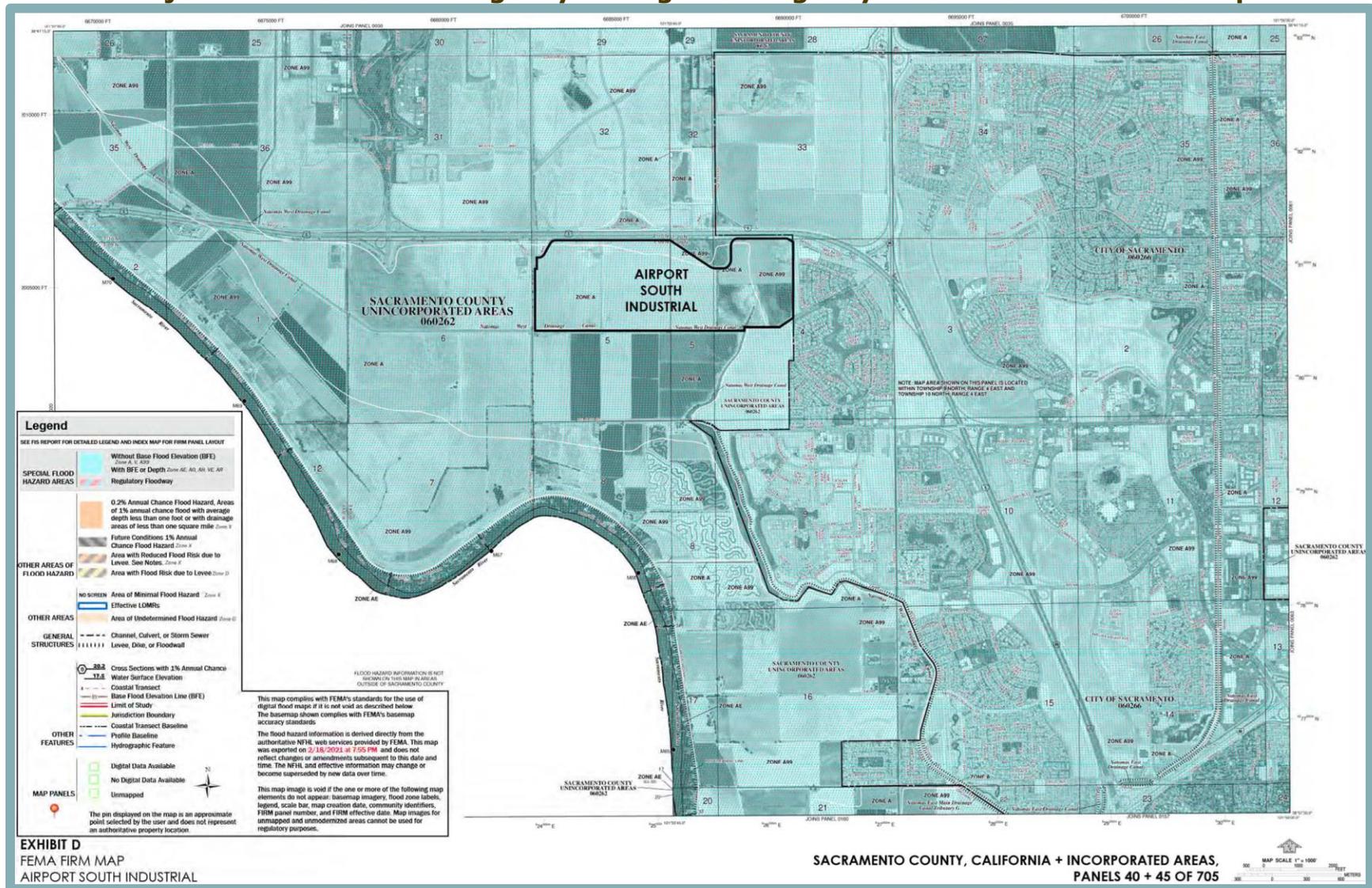


Figure 7
Project Area Federal Emergency Management Agency Flood Insurance Rate Map



A-99 is an interim designation that allows new development to proceed without elevation verification while the improvements needed to provide 100-year protection are under construction. However, the A-99 flood zone is still a SFHA until construction of the levees is complete, and the levees are certified by FEMA.

In addition to the goals and policies listed above related to utilities in general, the City of Sacramento 2040 General Plan contains guiding goals and policies related to storm drainage applicable to the proposed project, which are presented below.

Public Facilities and Safety Element

Goal PFS-3 Efficient, high-quality utility infrastructure and services to meet the needs of residents and business throughout the city.

Policy PFS-3.15 **Adequate Drainage Facilities.** The City shall ensure that all new municipal drainage facilities are adequately sized and constructed to accommodate stormwater runoff, including incorporating “green infrastructure” design and Low Impact Development (LID) techniques, where appropriate, stormwater treatment features, and, if applicable, trash capture devices for its stormwater facilities.

Policy PFS-3.16 **Stormwater Design in Private Development.** The City shall require proponents of new development and redevelopment projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including “green infrastructure”, Low Impact Development (LID) techniques, stormwater treatment, and, if applicable, trash capture devices, to prevent on- or off-site flooding and improve runoff water quality.

Policy PFS-3.17 **Regional Stormwater Facilities.** The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities.

1. Description, Level, and Range of Services to be Extended to the Project Site

Development of the proposed project would result in the conversion of a rural area to an industrial park, which would include the development of industrial uses, as well as retail/highway commercial uses within the project site. According to the Preliminary Drainage Study prepared for the proposed project by Wood Rodgers (see Attachment E of this Plan for Services),¹² the proposed project would include an on-site storm drain system composed of post-construction stormwater quality measures such as Low Impact Development (LID) features, dedication of landscaping areas, and six on-site detention basins that would be designed consistent with the Sacramento Region Stormwater Quality Design Manual.

Impervious surfaces proposed as part of the project include building roofs, driveways, and roadways. Runoff from such surfaces would be captured by the on-site stormwater

¹² Wood Rodgers. *Airport South Industrial Preliminary Drainage Study*. October 11, 2023.

drainage system. The on-site drainage system would consist of a series of detention basins located adjacent to the RD 1000 ditches and canals that border the western and southern boundaries of the project site, and areas adjacent to the RD 1000 L Drain (which bisects the eastern portion of the project site) (see Figure 8). The basins would each be interconnected with 36-inch diameter culvert(s) or larger in order to provide a single continuous system. The basins would be connected to the RD 1000 system through weirs to meet the pre-project spill conditions and to provide on-site floodplain storage (see Figure 9).

The on-site stormwater drainage system would be controlled by a pump station currently planned to be located near the intersection of the RD 1000 L Drain and the proposed Airport South Industrial Drive. The pump station discharge capacity would be 35 cfs, modeled as two 17.5-cfs pumps.

A low-flow pump may also be incorporated to maintain the flood control depth needed in the basin for the winter months, or as needed to keep the basins drawn down in the summer months. Low flow pumps are typically not operated during flood control operations. The two basin areas on the east side of the RD 1000 L Drain would interconnect from south to north.

The north basin would then connect to the proposed drainage pump station through a pipe crossing under the RD 1000 L Drain, and a box structure and manhole/vault on each side of the RD 1000 L Drain, prior to a connection to the proposed pump station. Trash capture is anticipated to be achievable at the inlet to the pump station through screen mechanisms or mesh bags. The proposed on-site stormwater drainage system is a closed system that would only experience external influences during larger events like the 100-year event. Therefore, 10-year system modeling and design is anticipated to be significantly lower than 100-year levels. The approximate volumes for pre-project and post-project detention during the 100-year storm event are presented in Table 5. As shown therein, the proposed LID features would be sufficiently sized to meet the required storage volumes. Thus, project runoff would be properly treated, and would not pollute downstream waterways.

In order to ensure continued operation of the proposed LID control features, a detailed site-specific inspection and maintenance procedures plan would be prepared by the project applicant, as required by Mitigation Measure 4.8-2 of the EIR. As part of the inspection and maintenance procedures plan, plants and vegetation within the detention basins would be inspected monthly and the basins would be inspected for the presence of standing water 72 hours after rain events. Required maintenance activity would include, but not necessarily be limited to, removal of debris from basins and removal of debris from outlets of basins. In addition, any method of trash capture would require frequent monitoring and cleaning to keep the pump station fully operational.

In addition, to assess the changes in runoff volumes from the project site that could occur due to the proposed project, Wood Rodgers calculated the pre- and post-construction water surface elevations (WSEs) at key locations within the project site's drainage shed. Pre- and post-construction WSEs are presented in Table 6. It should also be noted that peak flows within the West Drainage Canal downstream of the RD 1000 L Drain and West Drainage Canal confluence decrease slightly from pre-project to post-project conditions, from 465.5 cfs to 461.7 cfs.

Figure 8
Proposed On-Site Drainage Conditions

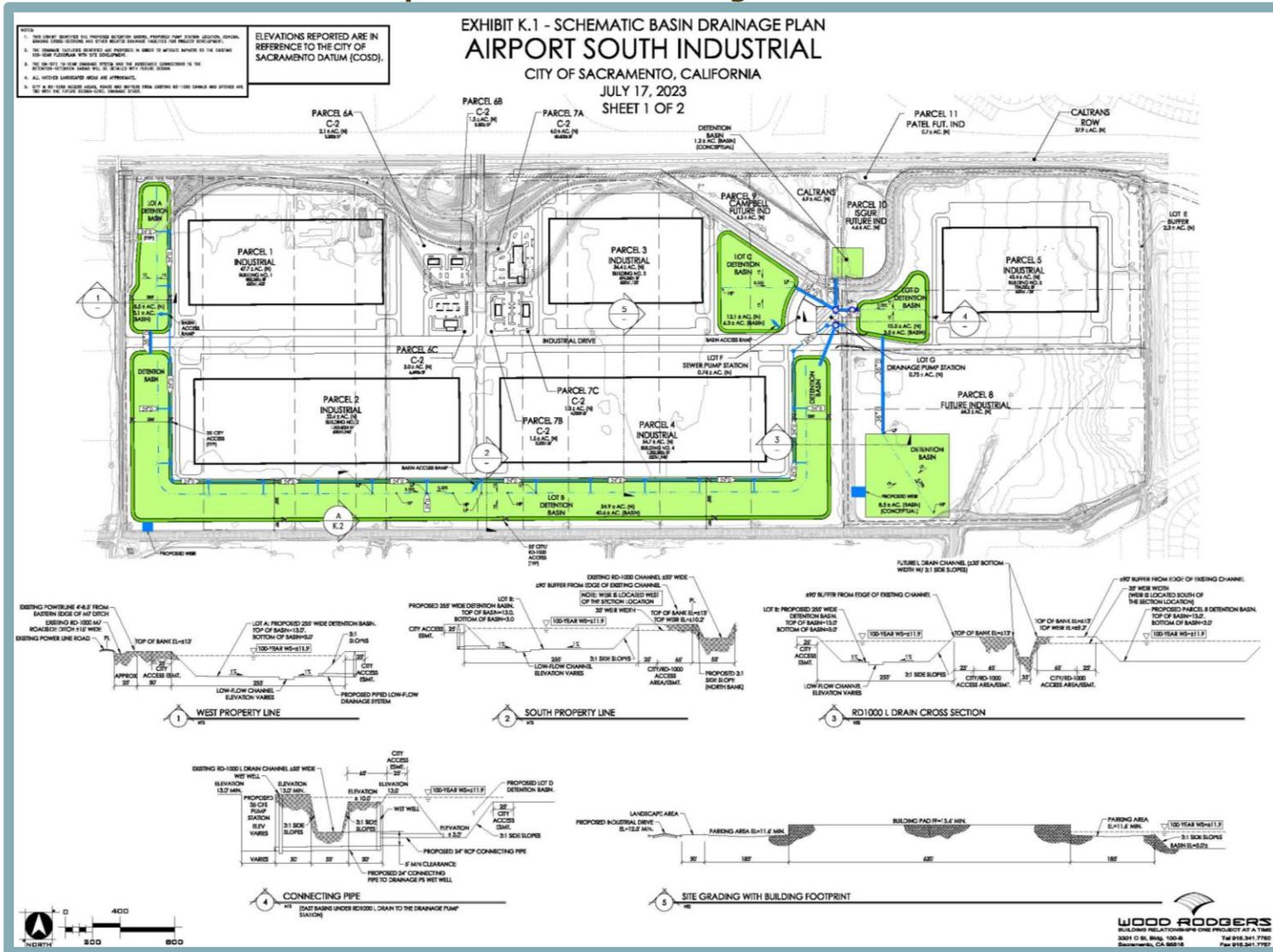


Figure 9
Post-Project Drainage Conditions Within the Project Area

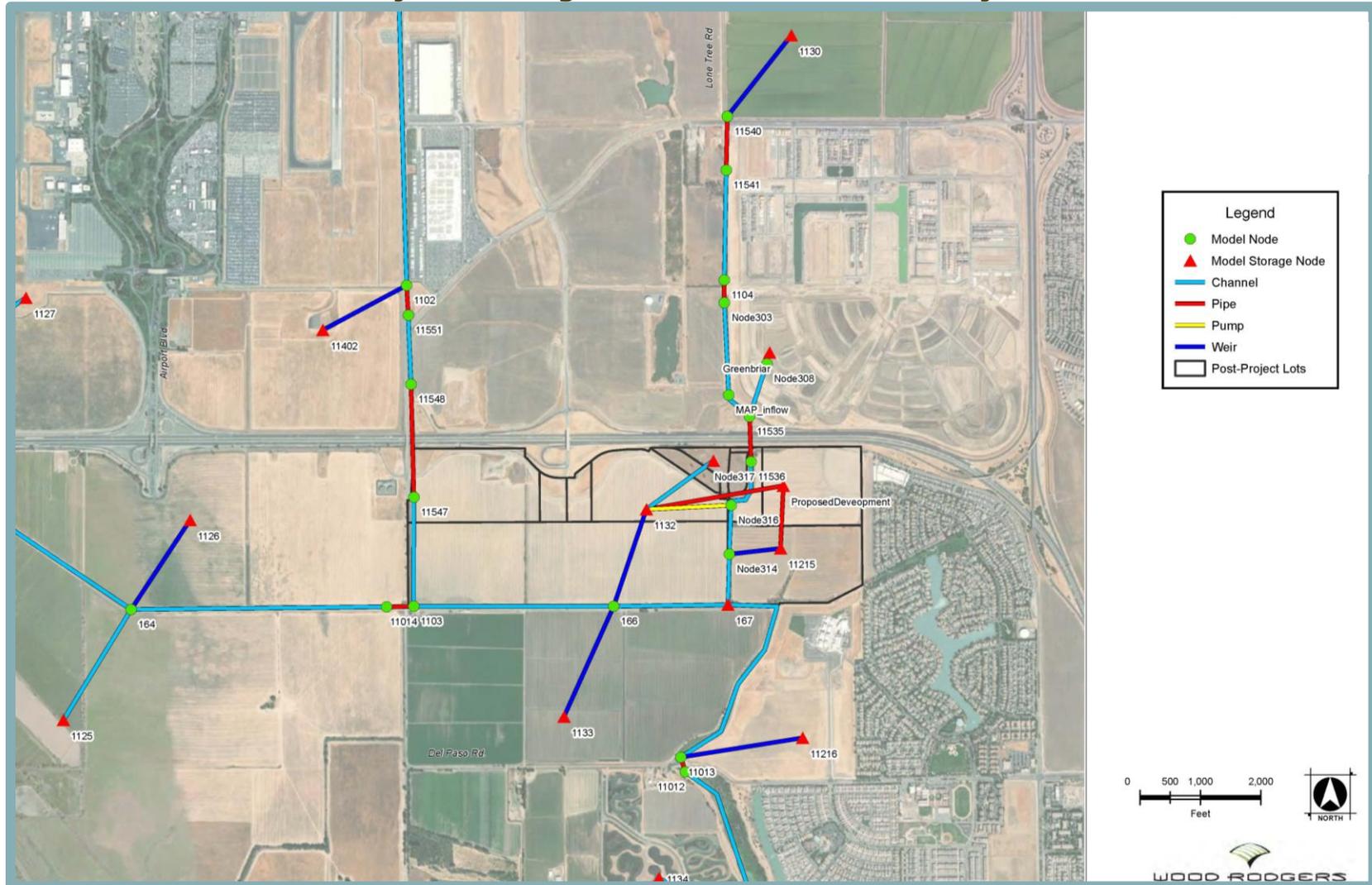


Table 5 Proposed Detention Basin Sizing				
Property Owner	Acreage	Pre-Project Acreage within 100-Year Floodplain	Pre-Project Maximum Water Volume Stored During 100-Year Event (acre feet)	Post-Project Maximum Water Volume Stored During 100-Year Event (acre feet)
North Pointe AKT	353.5	308.8	174.6	362.3
Cayocca*	64.3	37.1	18.4	75.0
Campbell*	6.5	6.5	3.5	1.8
Isgur*	4.6	4.6	2.5	1.3
Patel*	0.7	0.3	0.3	0.2
Caltrans Remnant*	6.9	6.8	3.7	1.9
Total	436.5	364.1	203.0	442.5
<p>Note: Some of the maximum water volumes reported in the table above were obtained by dividing model results by property owner boundaries, rather than watershed and/or development boundaries. An area weighting method was used to aggregate and divide post-project storage volume on a property owner basis for the Campbell, Isgur and Patel properties that share a single detention basin.</p> <p>* At the time of the Preliminary Drainage Study was prepared, preliminary on-site grading has not been assessed. Detention volumes are preliminary.</p> <p>Source: Wood Rodgers, 2023.</p>				

Water surface elevations within the connecting channel just upstream of Pumping Plant 3 also decrease from 13.789 feet to 13.764 feet, and water surface elevations within the channel upstream of Pumping Plant 5 decrease from 14.589 feet to 14.550 feet during post-project conditions. As shown in the table, the proposed project would result in reduced WSEs relative to existing conditions for the design-storm event (i.e., the 100-year storm event).

Based on the above, the proposed project would be consistent with applicable hydromodification requirements and would not increase the rate or amount of runoff leaving the project site during the design storm event. An exhaustive evaluation to determine the exact peak pumping rate that would create an increase in the RD 1000 system was not conducted as part of the Preliminary Drainage Report; however, pumping may be determined to exceed 35 cfs during final design, making the on-site detention system operate even more effectively. Increased pumping could potentially allow for a smaller detention volume after final design features, such as inlet/outlet access ramps and encroachments, are fully accounted for during the improvement plan process.

While the worst case 100-year flooding in the RD 1000 system occurs during a 10-day duration storm event, different parts of the system may behave differently under shorter duration rainfall conditions. As such, Wood Rogers also evaluated the drainage system during 100-year, 24-hour rainfall conditions to verify whether the higher intensity rainfall patterns occurring in a 24-hour duration storm would produce a higher on-site peak condition in the detention basin system. Based on the Wood Rogers analysis, while the RD 1000 system would still produce elevated channel levels high enough to spill into the project site during the 100-year 24-hour event, the resulting peak stage in the proposed on-site detention basin would be 11.2 feet, which is more than 2.6 feet lower than the peak

stage during the 10-day storm event. Finally, the outflow that would occur during post-project conditions closely mirrors the existing conditions of the project site. Thus, the proposed drainage system would not result in extensive period of standing water in the basins.

Table 6 Pre- and Post-Project Peak Flow Elevations					
Location	Model Node Name	COSD		NAVD 88	
		Pre- Project Model WSE (feet)	Post- Project Model WSE (feet)	Pre- Project Model WSE (feet)	Post- Project Model WSE (feet)
Western Development Storage Node	1132	12.201	11.86	14.182	13.841
Northern Portion of Eastern Development Storage Node	Proposed Development	-	11.903	-	13.884
Patel, Isgur, Campbell, and Caltrans Remnant	Node 317	-	11.861	-	13.842
Cayocca Storage Node	11215	12.209	12.052	14.19	14.033
RD 1000 L Drain – Downstream of I-5	11536	12.579	12.353	14.56	14.334
RD 1000 L Drain – New Node to Connect New Pump to the RD 1000 L Drain	Node 316	-	12.071	-	14.052
RD 1000 L Drain – New Node to Connect Eastern Development to the RD 1000 L Drain	Node 314	-	12.066	-	14.047
RD 1000 L Drain and West Drainage Canal Confluence	167	12.198	11.986	14.179	13.967
West Drainage Canal and Reach 6 Confluence	1103	12.219	12.018	14.2	14.002
West Drainage Canal – Node to Connect Western Development and West Drainage Canal	166	12.198	11.972	14.179	13.953
West Drainage Canal - Upstream of Del Paso Road	11013	12.071	11.878	14.052	13.862
Source: Wood Rodgers, 2023.					

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

Specific improvements necessary to storm drainage service have been detailed in the Preliminary Drainage Study prepared for the proposed project by Wood Rodgers.

3. An Indication of When the Services Can Feasibly be Extended to the Affected Territory

Storm drainage service to the proposed project would be provided consistent with buildout of the project site with the proposed uses.

4. Information with Respect to How the Services will be Financed

The developer will construct the proposed drainage facilities. In addition, the proposed project would be subject to the RD 1000 development impact fee and stormwater fee to ensure the project contributes a fair share toward improvements to the RD 1000 storm drain system. Additional funding and financing information related to storm drainage services that would be provided to the proposed project is detailed in the Targeted MSR in the “Financial Ability to Provide Services” section.

XV. PARKS AND RECREATION

The City of Sacramento maintains a network of parks, open spaces, and recreation areas that contribute to the identity and character of the City’s neighborhoods and urban areas. Park and tree maintenance is managed by the City’s Youth, Parks, and Community Enrichment Department, which also directs future park design and planning, administrative services, marketing, recreation and human services, and special events.

Approximately 4,360 acres of parks, parkways, open space, community centers, aquatic facilities, and bike trails are accessible to Sacramento residents at more than 234 sites, which includes 218 parks, recreation, parkway, and open space sites; 21 lakes, ponds, and beaches; 17 aquatic facilities; 13 community centers; and approximately 115 miles of shared-use paths, including extensive river parkways along the Sacramento and American rivers. Parks in Sacramento range in size between 0.1-acre and 625 acres and are interwoven with urban areas and neighborhoods. Citywide parks are equipped with a variety of amenities, including 127 soccer fields, 138 group picnic areas, seventeen pools, and 213 play structures. Park types within the City of Sacramento include the following:

- **Neighborhood Parks:** The City’s neighborhood parks range in size between two and 10 acres and each serve a 0.5-mile radius. Some facilities are located adjacent to elementary schools where park programming can be oriented to the recreational needs of children. Other neighborhood-serving park types include urban plazas and pocket parks, which are strictly less than five acres in size and typically placed in the urban core.
- **Community Parks:** Community parks are generally six to 60 acres in size and provide a broader range of amenities for several neighborhoods within a three-mile radius. In addition to the types of amenities provided at neighborhood parks, community parks are sized to provide additional amenities such as restrooms, on-site parking, community centers, swimming pools, lighted sports fields or courts, and/or other specialized facilities.
- **Citywide/Regional Parks:** Citywide/regional parks are generally 75 to 200 acres in size and are intended to serve the City. Citywide/regional parks typically incorporate amenities that are not found in smaller neighborhood or community parks and may include facilities such as golf courses, aquatic centers, marinas, amusement areas, nature areas, and/or shared-use trails. Parkway are also included in the classification and typically consist of linear, narrow corridors with limited recreational uses that are primarily used for pedestrian/bicycle linkages between residential neighborhoods, schools, parks, and shopping areas.
- **Open Space and Shared-Use Paths:** The City’s open space and shared-use paths are for natural areas within the City that are used to protect environmental amenities, such as native plant communities or wildlife habitat. Open space areas generally have limited recreational use. While classified separately, parkways are similar to the open space classification, due to their limited recreational use and design.

The nearest park to the project site is Egret Park, which is located immediately to the east of the site within the Westlake Subdivision community. In accordance with Sacramento City Code Section 18.56.230, new development within the City is required to pay a Park Development Impact Fee prior to issuance of a building permit. Revenues generated through the Park Development Impact Fee pay for any new park facilities deemed necessary by the City, including the design, construction, installation, improvement, and acquisition of park facilities for neighborhood parks within two miles of a project site, community parks within five miles of a site, and regional and citywide park facilities located anywhere in the City.

In addition, the City of Sacramento Parks and Recreation Master Plan 2005-2010, which establishes policies to guide decision-making by City staff and officials related to park facilities, identifies growth opportunity areas, the closest of which to the project site is the City-approved Northlake (Greenbriar) subdivision, to the north of the site, across I-5. The Parks and Recreation Master Plan does not identify parks and recreation growth opportunity areas within the project site, as the site is currently within the unincorporated portion of Sacramento County. The nearest park facility within the unincorporated County to the project site is the Teal Bend Golf Club, located 2.4 miles to the northwest of the project site.

The City of Sacramento 2040 General Plan contains guiding goals and policies related to park and recreation facilities applicable to the proposed project, which are presented below.

Youth, Parks, Recreation, and Open Space Element

Goal YPRO-1 An integrated system of parks, open space areas, shared-use paths, and recreational facilities that are welcoming, well-maintained, safe, and accessible to all the diverse communities of Sacramento.

Policy YPRO-1.1 **Range of Experiences.** The City shall provide a range of parks and recreational facilities and strive to ensure an equitable distribution of high-quality facilities throughout Sacramento.

Policy YPRO-1.3 **Parkland Service Standard.** The City shall evaluate, as needed, the equitable increase of public park acreage to serve the needs of the current and future residents with high-quality facilities. The City shall continue to strive to achieve a parkland service standard of 8.5 acres of parkland per 1,000 residents, which includes neighborhood parks, community parks, regional parks, open space, and parkways.

Policy YPRO-1.4 **Parkland Dedication Requirements.** The City shall continue to require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees, consistent with the Quimby Ordinance. To achieve the level of service for all parkland in all areas of the city, the City shall seek other funding resources to prioritize park needs in park deficit areas.

Policy YPRO-1.7 **Co-Located Joint-Use Facilities.** The City shall continue to facilitate the development of new parks or expansion of existing

parks and recreational facilities by co-locating with and joint use of new or existing public and institutional facilities (e.g., schools, libraries, cultural facilities, and stormwater detention basins) in order to efficiently provide for community needs and offset operations and maintenance costs, prioritizing disadvantaged communities with an existing deficit of park or recreation facilities.

Policy YPRO-1.9 **Timing of Services.** The City shall monitor the pace and location of new development through the development review process and long-range planning efforts to strive to ensure that development of parks, recreation programming, and community-serving facilities and services keeps pace with growth.

Policy YPRO1.27 **Fee Benchmarking.** The City shall periodically review Quimby inlieu parkland dedication fees, park development impact fees, application review fees, and user fees and charges to ensure they are adequately providing for community needs and are competitive within the region.

1. Description, Level, and Range of Services to be Extended to the Project Site

The proposed project primarily consists of industrial uses, with a limited number of commercial uses also proposed. Thus, the project would not be anticipated to generate a substantial amount of new population within the City of Sacramento, as the project does not include new residential units and the majority of jobs created by the project would be filled primarily by those already residing within the region. Therefore, the proposed project would not be expected to substantially increase demand for park services provided by the Youth, Parks, and Community Enrichment Department. Similarly, the proposed project would not be anticipated to result in a substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of an existing recreational facility would occur or be accelerated.

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

The proposed project consists of industrial and commercial development that is not anticipated to affect capacity or demand for park and recreation facilities in the City of Sacramento. Improvements to park and recreation facilities in the City would not be necessary as a result of the proposed project.

3. Information with Respect to How the Services will be Financed

In accordance with Sacramento City Code Section 18.56.230, the proposed project would be subject to payment of the City's Park Development Impact Fee prior to issuance of a building permit. Revenues generated through the project's payment of the Park Development Impact Fee would ensure the project contributes a fair share to the construction or expansion of any new park facilities deemed necessary by the City, which would be required to be constructed in accordance with applicable policies, regulations, and standards. Additional funding and financing information related to park and recreation

services that would be provided to the proposed project is detailed in the Targeted MSR in the “Financial Ability to Provide Services” section.

XVI. LIBRARIES

The Sacramento Public Library (SPL) serves the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Iselton, Rancho Cordova, and the County of Sacramento. The SPL authority is governed by a Joint Exercise of Powers Agreement between the cities and County to provide public library services to all citizens in the combined jurisdiction. Currently, SPL operates a total of 27 branches, including 11 branches within the City of Sacramento and 16 branches in other cities and throughout Sacramento County.¹³ SPL also operates a bookmobile. Residents of Sacramento County have access to all library branches both inside and outside the City of Sacramento. In addition, 16 new libraries are planned for construction in the City and County of Sacramento by 2025. Based on plans set forth in the SPL Authority Facility Master Plan, the SPL expects to provide 1,007,274 sf of library space throughout the SPL’s service area by 2025. The North Natomas Public Library is the closest SPL branch to the project site and is located approximately 2.5 miles to the east of the site at 4660 Via Ingoglia Street.

The City of Sacramento 2040 General Plan contains guiding goals and policies related to libraries applicable to the proposed project, which are presented below.

Youth, Parks, Recreation, and Open Space Element

Goal YPRO-2 Public facilities located, designed, and programmed to make a vital contribution to neighborhood quality of life.

Policy YPRO-2.4 **Library Services.** The City shall work with the Sacramento Public Library Authority to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact.

1. Description, Level, and Range of Services to be Extended to the Project Site

The proposed project primarily consists of industrial uses, with a limited number of commercial uses also proposed. Thus, the project would not be anticipated to generate a substantial amount of new population within the City of Sacramento, as the project does not include new residential units and the majority of jobs created by the project would be filled primarily by those already residing within the region. Therefore, the proposed project would not be expected to substantially increase demand for library services provided by the SPL.

2. An Indication of Any Improvement or Upgrade of Facilities and Other Conditions the City Would Impose or Require Within the Affected Territory if the Reorganization is Completed

The proposed project consists of industrial and commercial development that is not anticipated to affect capacity or demand for library facilities in the City of Sacramento. Improvements to library facilities in the City would not be necessary as a result of the proposed project.

¹³ Sacramento Public Library. *Locations*. Available at: <https://www.saclibrary.org/Locations>. Accessed February 2024.

3. Information with Respect to How the Services will be Financed

A total of 16 new libraries are planned for construction in the City and County of Sacramento by 2025. Based on plans set forth in the SPL Authority Facility Master Plan, the SPL already expects to provide 1,007,274 sf of library space throughout the SPL's service area by 2025. Thus, any new residents within the Sacramento region indirectly induced by the proposed project's permanent employment positions would reasonably be assumed to not result in the need for new or physically altered SPL facilities to meet performance objectives. Additional funding and financing information related to library services that would be provided to the proposed project is detailed in the Targeted MSR in the "Financial Ability to Provide Services" section.



Sacramento
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SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

1112 I Street, Suite 100 • Sacramento, CA 95814 • (916) 874-6458

www.saclafco.org

Government Code Section 84308

PARTY DISCLOSURE FORM

This form must be completed by applicants for, or persons who are the subject of, any proceeding involving a license, permit, or other entitlement of use pending before the Sacramento Local Agency Formation Commission. This form must also be completed by any participant in a proceeding involving a license, permit, or other entitlement of use pending before the Sacramento Local Agency Formation Commission. A participant is someone who is not a party but who actively supports or opposes a particular decision and who has a financial interest in the decision. A person actively supports or opposes a particular decision if he or she lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.

Important Notice

Basic Provisions of Section 84308

- I. You are prohibited from making a campaign contribution of more than \$250 to any Commissioner/board member, his or her alternate, or any candidate for such position. This prohibition begins on the date your application is filed or the proceeding is initiated, and the prohibition ends three months after a final decision is rendered by the Sacramento Local Agency Formation Commission. In addition, no Commissioner/ board member, alternative, or candidate may solicit or accept a campaign contribution of more than \$250 from you during this period.

These prohibitions also apply to your agents, and, if you are a closely held corporation, to your majority shareholders as well.

- II. You must file the attached disclosure form and disclose whether you or your agent(s) have in the aggregate contributed more than \$250 to any Commissioner/board member, his or her alternate, or any candidate for the position, during the 12 month period preceding the filing of the application or the initiation of the proceeding.
- III. If you or your agent have made a contribution to any Commissioner/ board member, alternate, or candidate during the 12 months preceding the decision on the application or proceeding, that board member must disqualify himself or herself from the decision. However, disqualification is not required if the board member, alternate or candidate returns the campaign contribution within 30 days of learning about both the contribution and the proceedings.

This form should be completed and filed with your application, or with the first written document you file or submit after the proceeding commences.

1. A proceeding involving "a license, permit, or other entitlement for use" includes all business, professional, trade and land use licenses and permits, and other entitlements for uses, including all entitlements for land use; all contracts (other than competitively bid, labor or personal employment contracts) and all franchises.

2. Your "agent" is someone who represents you in connection with a proceeding involving a license, permit or other entitlement for use. If an individual acting as an agent is acting in his or her capacity as an employee or member of a law, architectural, engineering, consulting firm, or similar business entity, both the business entity and the individual are "agents."

3. To determine whether a campaign contribution of more than \$250 has been made to you, campaign contributions made by you within the preceding 12 months must be aggregated with those made by your agent within the preceding 12 months or the period of the agency, whichever is shorter. Campaign contributions made to different commissioners, their alternates, or candidates are not aggregated.

This notice summarizes the major requirements of Government Code Section 84308 of the Political Reform Act and 2 Cal. Adm. Code Sections 18438.1 - 18438.8. For more information, contact Legal Counsel for the Sacramento Local Agency Formation Commission:

DeeAnne Gillick
Nancy Miller
SLOAN SAKAI YEUNG & WONG LLP
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(916) 285-8800

or:

The Fair Political Practices Commission
1102 Q Street, Suite 3000
Sacramento, California 95811
(916) 322- 0886
<https://www.fppc.ca.gov/>

Voting Member	Alternate Member
<i>County of Sacramento</i>	
Rich Desmond	Phil Serna
Pat Hume	
<i>FIGCER Cities</i>	
Mat Pratton	Dr. Jayna Karpinski-Costa
<i>City of Sacramento</i>	
Lisa Kaplan	Phil Pluckebaum
<i>Public Member</i>	
Chris Little	Timothy Murphy
<i>Independent Special Dist.</i>	
Lindsey Carter	Charlea Moore
Gay Jones	

Party Disclosure Form
SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

Party's Name: _____

Party's Address: _____

Phone: _____

Application or Proceeding
Title and Number:

Board or Commission Member to whom you and/or your agent made campaign contributions
in aggregation of more than \$500 and dates of contributions:

Name of Member: _____

Name of Contributor (if other than Party): _____

Date(s): _____

Amount: _____

Name of Member: _____

Name of Contributor (if other than Party): _____

Date(s): _____

Amount: _____

Date: _____



Signature of Party and/or Agent